

Hertsmere Borough Council

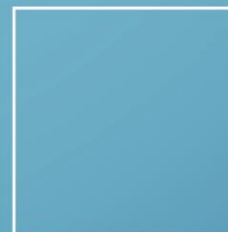
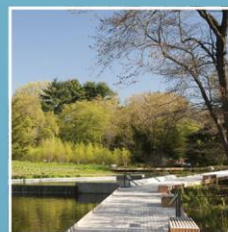
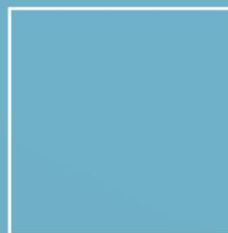
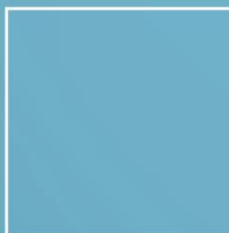
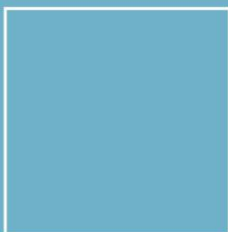
Hertsmere Local Plan

Elstree Way Corridor Area Action Plan

Main Modifications

Sustainability Appraisal (Incorporating Strategic Environmental Assessment)

January 2015



Issue Sheet

Report Prepared for: Hertsmere Borough Council

HERTSMERE LOCAL PLAN

ELSTREE WAY CORRIDOR
Area Action Plan

Main Modifications

SUSTAINABILITY APPRAISAL
(Incorporating Strategic Environmental Assessment)

Prepared by:

Signature:

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Date: January 2015

Non-technical summary

Introduction

Hertsmere Borough Council (HBC) is in the process of preparing the Elstree Way Corridor (EWC) Area Action Plan (AAP). The AAP will be a spatial strategy for the coordinated development of the EWC and will form part of HBC's Local Plan. Public consultation on the draft Plan was undertaken in 2013 and subsequently submitted to the Planning Inspectorate on 23 July 2014 for examination.

During the examination hearing sessions into the AAP in October 2014, the Inspector identified a number of issues that the Council is now seeking to amend through Main Modifications to the plan. The Main Modifications are intended to address matters of soundness and are being consulted upon by the Inspector from 3 December 2014 through to 21 January 2015.

At each stage of AAP preparation, the plan has been subject to a Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment (SEA)). As a result of the examination hearing and the proposed modifications, it is proposed to amend some of the policies and proposals in the plan. These modifications are now subject to further SA.

This SA does not repeat contextual and assessment information that has already been set out in previous versions of the SAR's, unless considered necessary. For completeness, and to ensure that all the relevant environmental information relating to the AAP can be found in a composite document, the previous SAR's prepared for the AAP are included at **Appendix B** of this document.

What is SA / SEA

Undertaking SA is a mandatory requirement under Section 39(2) of the Planning and Compulsory Purchase Act 2004. It is used to ensure that an emerging local plan helps to implement the principles of sustainable development and provides an opportunity to improve the plan or policy or to ensure that it is more effective in meeting the aims of sustainable development. The completion of an appropriate SA such that it informs the policies or the plan, is one of the tests of whether an Inspector will find the development plan to be 'sound' when it is considered at Examination.

An SEA is also required for a development plan under European Directive 2001/42/EC on the 'assessment of the effects of certain plans and programmes on the environment' (the 'SEA Directive'). In the UK, the requirements of the SEA Directive are met by carrying out SA.

Earlier versions of the AAP - sustainability credentials

The delivery of sustainable development underpins the UK planning system. The Government's National Planning Policy Framework - March 2012 (NPPF), requires planning policies, development plans and decisions on development proposals to be consistent with the principles of sustainable development. The delivery of sustainable development involves ensuring that a balance is made between what are often very different social, environmental and economic needs.

The AAP policies in the previous versions of the AAP (2013 and 2014) were found to be in accordance with the principles of sustainable development. It was found that significant positive sustainability benefits could arise through implementation of the AAP Policies in relation to:

- The provision and access to essential services and facilities including healthcare and education.
- Increasing further housing supply, choice and affordability in the locality and the Borough.
- Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.

Whilst there was the potential for adverse impacts in relation to car trip generation, surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are the likely consequences of any major redevelopment and as such, can be addressed through appropriate mitigation measures. No significant negative environmental or sustainability impacts were identified.

Whilst the AAP policies essentially advocated residential led growth (which the amended AAP supports further), some economic benefits would may have arisen through the retention of existing employers, links with adjacent employment areas and the potential creation of some new employment. The EWC is situated directly adjacent to existing employment allocations to the east and the town centre to the west (where services and potential employment opportunities exist) and the AAP should be viewed in this wider context.

Proposed Modifications to the EWC AAP

The changes to the AAP that the modifications propose are:

– **That the EWC is capable of accommodating between 1,000 – 1,500 residential units in total.** 500 of these were built or under construction at the time the AAP was subject to Examination. Therefore there is the potential for a further 1,000 units to be delivered of which 500 are anticipated in the next 10 years. Of the 1,500 units, 800 are proposed to be in the 'Opportunity Area' identified on the modified proposals map (overpage) of which 114 are built and an application was lodged for a further 88 at the time of writing (and therefore there is the potential for circa 500-600 further units to come forward in the Opportunity Area over the plan period to 2027). There has also been a recent permission at Isopad House for a further 150 units outside of the opportunity area, and general reports from developers that they could increase the amount of units that could be achieved. The expansion of the AAP boundary along Manor Way could accommodate a further 150 units in the latter period of the plan. Overall, this effectively extends the stated number of dwellings that are proposed to be accommodated in the EWC by a further 300 beyond that assessed under previous SA's although it must be noted that development will be phased over the plan period to 2027.

– **Clarification on the delivery mechanism for infrastructure provision.** The Council adopted the Community Infrastructure Levy (CIL) in September 2014. The majority of the 'opportunity sites' (or proposed development sites) within the AAP area, fall within the 'Elstree Way Corridor charging area'. Residential development in this area will not pay CIL, but instead will contribute to the primary school and highways improvements through S106 contributions. Policy EWC9 will be modified to reflect this. Opportunity site 12 (Manor Way) falls within adopted 'CIL Area A'; development on this site will therefore not be subject to the s106 financial contributions highlighted in modified Policy EWC9. Further opportunities to enhance the area not directly required to enable development (e.g. improvements to bus facilities at Elstree and Borehamwood Station, secondary school provision, and improvements to the watercourse at Maxwell Park) will be delivered through CIL.

- **Highway Modifications.** Highway assessment work has been carried out by HBC to consider the impact of the development proposed within the AAP on network. The main conclusion from traffic modelling results is that Elstree Way will exceed capacity even without the growth proposed. To mitigate this the proposed Movement Framework in the AAP is to improve flow consistency and public transport provision. The Tesco roundabout is to be replaced with a signalised junction with bus priority measures to improve public transport access and journey time reliability between residential development along Elstree Way Corridor and the bus interchange within the Tesco site; and to improve accessibility to Shenley Road shopping area and mainline rail station. There is also the potential for further traffic flow and sustainable transport improvements beyond boundary of the AAP and within Borehamwood Town Centre, towards the railway station, to be delivered through CIL payments.

- **Greater certainty about the need for and location of GP facilities.** A preferred site has been identified on part of the land currently occupied by the single storey library, nursery and health centre buildings (opportunity site 4) and a reserve site on land immediately to the north-east of the Civic Offices (opportunity site 3).

- **Education facility (opportunity site 10) in addition to the objective to deliver 2FE Primary School.** The site to the front of the former Oaklands College (opportunity site 10) is allocated for the provision of a new education facility, as part of a mixed use development, including use as a community facility outside the normal hours of operation by the college. The extent of education floorspace in this Opportunity Site would be in the region of 500 – 750 sq m which is a reduction on the 1,500 sq m proposed in the draft version of the AAP (due to a change in the operator's need for the facility (Oaklands College).

- **Sustainable Drainage Systems (SUDS).** It is proposed to insert text into the body of the AAP stating that in order to achieve a sustainable method of surface water discharge, development proposals should incorporate SUDS. These may take the form of green roofs, soakaways, permeable paving, lagoons, reed beds and retention ponds, depending on the nature of the development and the locality. SUDS also offer opportunities for environmental and landscape enhancement improving biodiversity and local amenity.

These modifications have the potential to effect the outcome of any SA / SEA.

Summary comments on the Modifications to the AAP Vision and Policies

Strategic Vision. The proposed modifications do not alter significantly the overall sustainability of the Strategic Vision. Increasing the upper limit of dwelling provision within the EWC to 1500 is not assessed to give rise to significant adverse impacts in regard to traffic generation, air quality or greenhouse gas emissions and will generate a potentially significant positive effect in regard to improving the quality and affordability of housing in the area and the Borough.

Policy EWC3 (Housing Density and Distribution). As with the Strategic Vision, this will continue to generate a potentially significant positive effect in regard to improving the quality and affordability of housing in the area and the Borough. Whilst this will likely lead to increased demand for access to the private car, assessment and mitigation shows that traffic growth and flow on the highway network can be managed such that a significant adverse effect has not been identified. The positive measures proposed in regard to access to more sustainable forms of transport and restrictions on the number of car parking spaces allowed per dwelling will help to provide a platform for increased usage of pedestrian / cycle / public transport links.

The provision of up to 1500 residential units within the EWC is considered unlikely to give rise to adverse impacts on services and facilities given that development is likely to be phased over the remaining 12 years of the Local Plan Period (i.e. up to 2027).

Policy EWC4 (Supporting Community Facilities). Whilst there is some loss of educational floorspace and other community facilities as a consequence of the modifications (Police front desk) significant sustainability effects will still arise through the implementation of this policy. The aspiration to provide education and healthcare facilities within the AAP area are predicted to continue to give rise to significant positive benefits. As stated above, the phasing of development within the AAP area over the remaining 12 years of the Local Plan Period is assessed as unlikely to give rise to significant adverse impacts on services and facilities.

Policy EWC5 (Transport and Accessibility). The main conclusion from traffic modelling results is that Elstree Way will exceed capacity even without the growth proposed. Mitigation is proposed to improve flow consistency and public transport provision across the highway network. Given this and the phasing of development over the plan period, the conclusion of the assessment is that significant adverse impacts will not arise. Increases in emissions have the potential to adversely impact local air quality although no significant adverse environmental effect is predicted.

Policy EWC6 (Public Realm and Townscape). Some additional 'slightly positive effects' may arise as a consequence of inclusion of reference in the AAP to the requirement for SUDS solutions within new development.

Policy EWC9 (Developer Contributions). The assessment of this policy has not changed as a consequence of the modifications, and the overall conclusion is that some minor positive sustainability benefits will arise as a consequence of an amended policy.

Sustainability of the Modified AAP Policies

The modified AAP policies have been assessed and taking account of the judgements and assumptions that are inherent in such assessments, have been found to be sustainable.

Taking the plan as a whole, significant positive sustainability benefits would continue to arise through implementation of the AAP Policies in relation to:

- The provision and access to essential services and facilities including healthcare and education.
- Increasing further housing supply, choice and affordability in the locality and the Borough.
- Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.

Whilst there is the potential for adverse impacts in relation to car trip generation, surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are the likely consequences of any major redevelopment and as such, can be addressed

through appropriate mitigation measures. No significant negative environmental or sustainability impacts have been identified.

The AAP policies (as modified) continue to advocate residential led growth. Some economic benefits will arise through the retention of existing employers, links with adjacent employment areas and the potential creation of some new employment. The EWC is situated directly adjacent to existing employment allocations to the east and the town centre to the west (where services and potential employment opportunities exist) and the AAP should continue to be viewed in this wider context.

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Appendix A – Main Modifications

Appendix B - Hertsmere Borough Council, Hertsmere Local Plan, Development Plan Document, Elstree Way Corridor, Area Action Plan, Sustainability Appraisal (Incorporating Strategic Environmental Assessment), Addendum, January 2014

1 Introduction

1.1 Background

- 1.1.1 Hertsmere Borough Council (HBC) is in the process of preparing the Elstree Way Corridor (EWC) Area Action Plan (AAP). The AAP will be a spatial strategy for the coordinated development of the EWC and will form part of HBC's Local Plan. Public consultation on the draft Plan was undertaken in 2013 and subsequently submitted to the Planning Inspectorate on 23 July 2014 for examination.
- 1.1.2 During the examination hearing sessions into the AAP in October 2014, the Inspector identified a number of issues that the Council is now seeking to amend through Main Modifications to the plan. These are included at **Appendix A** of this document. The Main Modifications are intended to address matters of soundness and are being consulted upon by the Inspector from 3 December 2014 through to 21 January 2015.
- 1.1.3 At each stage of AAP preparation, the plan has been subject to a Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment (SEA)). As a result of the examination hearing and the Inspectors modifications, it is proposed to amend some of the policies and proposals in the plan. These modifications are now subject to further SA.
- 1.1.4 This SA does not repeat contextual and assessment information that has already been set out in previous versions of the SAR's, unless considered necessary. For completeness, and to ensure that all the relevant environmental information relating to the AAP can be found in a composite document, the previous SAR's prepared for the AAP are included at **Appendix B** of this document.

1.2 The Elstree Way Corridor AAP and the Hertsmere Core Strategy 2013

- 1.2.1 The overall purpose of the AAP is to establish the basis for shaping the redevelopment of the EWC and to ensure that wider public realm and highways improvements come forward. Proposals are framed to respond to the needs of existing and future communities and plan for housing growth to 2027.
- 1.2.2 The AAP will be a Local Plan 'Development Plan Document' when formally adopted, which is consistent and conforms with the Hertsmere Local Plan Core Strategy (over-arching Borough wide spatial strategy) adopted in January 2013. Policy CS23 of the Core Strategy recognises the Elstree Way corridor and its importance and states:

"Policy CS23 Elstree Way Corridor

Within the Elstree Way Corridor the continued development and refurbishment of Employment, Civic and Community uses will be actively encouraged. Residential development on appropriate sites will be accepted, in accordance the Elstree Way SPG and any subsequent guidance or agreed masterplan.

Any development should have regard to guidance set out in the Elstree Way Corridor Area Action Plan DPD and be brought forward in a coordinated manner. Such development will be required to support the funding of essential enabling infrastructure through S106 or Community Infrastructure Levy charges. Proposals likely to result in a piecemeal or fragmented redevelopment of the corridor will be refused, and should also be in compliance with other policies in the Core Strategy, with particular reference to the requirements of policies CS22, CS24 and CS26. Development should also provide active frontages to Elstree Way where possible to promote the identity of the corridor as a civic and commercial gateway to the Borough, should build on the accessibility location of the corridor and should ensure an appropriate demarcation of residential and non-residential uses within this part of the town."

1.3 What is SA / SEA

- 1.3.1 Undertaking SA is a mandatory requirement under Section 39(2) of the Planning and Compulsory Purchase Act 2004. It is used to ensure that an emerging local plan helps to implement the principles of sustainable development and provides an opportunity to improve the plan or policy or to ensure that it is more effective in meeting the aims of sustainable development. The completion of an appropriate SA such that it informs the policies or the plan,

is one of the tests of whether an Inspector will find the development plan to be 'sound' when it is considered at Examination.

- 1.3.2 An SEA is also required for a development plan under European Directive 2001/42/EC on the 'assessment of the effects of certain plans and programmes on the environment' (the 'SEA Directive'). In the UK, the requirements of the SEA Directive are met by carrying out SA.

1.4 Earlier versions of the AAP - sustainability credentials

- 1.4.1 The delivery of sustainable development underpins the UK planning system. The Government's National Planning Policy Framework - March 2012 (NPPF), requires planning policies, development plans and decisions on development proposals to be consistent with the principles of sustainable development. The delivery of sustainable development involves ensuring that a balance is made between what are often very different social, environmental and economic needs.

EWC AAP January 2013 (Consultation Draft)

- 1.4.2 The 'Objectives' of the January 2013 EWC AAP were to:
- Provide improved and coordinated facilities for the delivery of a range of services to the public.
 - Improve the physical appearance of this important gateway into the town.
 - Link the commercial area of Borehamwood with the town centre.
 - Release land for a range of uses and help meet the Borough's future residential development land need.
 - Provide certainty and guidance to both landowners and developers.
 - Promote sustainable development.
- 1.4.3 The mix of development and potential uses promoted by the January 2013 AAP broadly consisted of:
- Residential development of at least 800 units in the defined 'opportunity area'.
 - Provision of a new police front desk at the Civic Centre.
 - Retention of the Civic Centre.
 - Retention of a fire station within the Elstree Way Corridor.
 - Relocation of the Library and Maxwell Community Centre.
 - Retention of Maxwell Park.
 - Provision of improved highway and sustainable transport infrastructure.

EWC AAP February 2014 (Submission Version)

- 1.4.4 Following consultation on the emerging APP a number of amendments were made to the submission version of the plan (February 2014), namely:
- **Inclusion of a reserved site for use as a primary school to support the planned level of growth in the area.** The site for this would be where the Maxwell Park Community Centre and the Girl Guide Hut is currently situated.
 - **Allocation of land for a health facility to support the planned level of growth in the area.** Three potential locations for a new health facility have been identified within the Corridor. The Council's preference was for the land at the front of the former Oaklands College site to be developed for such purposes. This was identified as an allocation on the Policies Map. The second site option is a reserve site at the former library, health clinic, and nursery which was considered for a relocated ambulance station, but could potentially accommodate a new health facility. Thirdly, a further reserve site was identified to the north east of the Civic Offices and is

in the ownership of the Council. This would only be considered if a need for a healthcare facility was demonstrated and either of the first two sites referred to above did not come forward.

- **Retention of the Shenley Road and Tesco roundabouts.** The draft January 2013 AAP included the removal of the roundabouts as an aspiration and the provision of associated pedestrian and cycle links to the Town Centre including improved measures to facilitate movement across Elstree Way. As a consequence of the loss of the roundabouts, further opportunities for public open space / public realm improvements would have arisen. Further traffic modelling / assessment demonstrated that this could lead to congestion as a consequence of the development growth proposed by the AAP and in particular, that associated with westbound journeys on Elstree Way at certain hours of the day. In addition, it may have also resulted in the re-routing of traffic onto alternative routes. The revised AAP proposed a more modest highway scheme by retaining the two roundabouts to ensure sufficient capacity in the highway network and which focused principally on providing more limited pedestrian crossing and cycle improvements between the Corridor and the town centre. The opportunity for the public realm improvements associated with land created by the loss of the roundabouts would not have arisen under this scheme.

- **Enhanced community facilities.** Should the proposed primary school site be needed it would have been required to be designed to accommodate / provide other community uses.

- **Policy provision for a new public open / civic space.**

- **Extension of the EWC area to include part of Manor Way.** The sites in this area were predominantly offices and warehouses, and within the 'Elstree Way Corridor Employment Area' as defined within the Local Plan and adopted Core Strategy. The NPPF provides increased opportunities for employment land to be redeveloped for alternative uses and it was considered that this location was suitable for low density residential development.

- **An increased number of residential dwellings / density.** As a consequence of extending the EWC boundary to encompass part of Manor Way, and the potential for increased residential densities through modification to Policy EWC3, a greater number of dwellings could be delivered which had the potential to give rise to impacts on social and physical infrastructure. It was considered that the EWC had the potential capacity to accommodate approximately 1,200 dwellings (although this was not identified as a policy objective). The area identified as the 'opportunity area' would continue to provide 800 units (as identified in Figure 1: EWC Policies Map) while a minimum requirement of 800 was identified in Policy EWC3).

- **Parking Standards.** The AAP was modified to reduce the levels of car parking that will be allowed for residential development.

- **Developer Contributions.** Infrastructure associated with the EWC was to be met through Section 106 Contributions rather than the Community Infrastructure Levy (CIL). The relevant policy was amended to accommodate this.

1.4.5 The AAP policies in the submission version of the AAP were found to be in accordance with the principles of sustainable development. It was found that significant positive sustainability benefits could arise through implementation of the AAP Policies in relation to:

- The provision and access to essential services and facilities including healthcare and education.
- Increasing further housing supply, choice and affordability in the locality and the Borough.
- Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.

1.4.6 Whilst there was the potential for adverse impacts in relation to car trip generation, surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are the likely consequences of any major redevelopment and as such, can be addressed through appropriate mitigation measures. No significant negative environmental or sustainability impacts were identified.

1.4.7 Whilst the AAP policies essentially advocate residential led growth (which the amended AAP supports further), some economic benefits would may have arisen through the retention of

existing employers, links with adjacent employment areas and the potential creation of some new employment. The EWC is situated directly adjacent to existing employment allocations to the east and the town centre to the west (where services and potential employment opportunities exist) and the AAP should be viewed in this wider context.

2 Proposed Modifications to the EWC AAP

2.1 Summary

2.1.1 The full list of modifications is included at **Appendix A**. In summary the changes they propose are:

– **That the EWC is capable of accommodating between 1,000 – 1,500 residential units in total.** 500 of these were built or under construction at the time the AAP was subject to Examination. Therefore there is the potential for a further 1,000 units to be delivered of which 500 are anticipated in the next 10 years. Of the 1,500 units, 800 are proposed to be in the 'Opportunity Area' identified on the modified proposals map (overpage) of which 114 are built and an application was lodged for a further 88 at the time of writing (and therefore there is the potential for circa 500-600 further units to come forward in the Opportunity Area over the plan period to 2027). There has also been a recent permission at Isopad House for a further 150 units outside of the opportunity area, and general reports from developers that they could increase the amount of units that could be achieved. The expansion of the AAP boundary along Manor Way could accommodate a further 150 units in the latter period of the plan. Overall, this effectively extends the stated number of dwellings that are proposed to be accommodated in the EWC by a further 300 beyond that assessed under previous SA's although it must be noted that development will be phased over the plan period to 2027.

– **Clarification on the delivery mechanism for infrastructure provision.** The Council adopted the Community Infrastructure Levy (CIL) in September 2014. The majority of the 'opportunity sites' (or proposed development sites) within the AAP area, fall within the 'Elstree Way Corridor charging area'. Residential development in this area will not pay CIL, but instead will contribute to the primary school and highways improvements through S106 contributions. Policy EWC9 will be modified to reflect this. Opportunity site 12 (Manor Way) falls within adopted 'CIL Area A'; development on this site will therefore not be subject to the s106 financial contributions highlighted in modified Policy EWC9. Further opportunities to enhance the area not directly required to enable development (e.g. improvements to bus facilities at Elstree and Borehamwood Station, secondary school provision, and improvements to the watercourse at Maxwell Park) will be delivered through CIL.

2.1.2 – **Highway Modifications.** Highway assessment work has been carried out by HBC to consider the impact of the development proposed within the AAP on network. The main conclusion from traffic modelling results is that Elstree Way will exceed capacity even without the growth proposed. To mitigate this the proposed Movement Framework in the AAP is to improve flow consistency and public transport provision. The Tesco roundabout is to be replaced with a signalised junction with bus priority measures to improve public transport access and journey time reliability between residential development along Elstree Way Corridor and the bus interchange within the Tesco site; and to improve accessibility to Shenley Road shopping area and mainline rail station. There is also the potential for further traffic flow and sustainable transport improvements beyond boundary of the AAP and within Borehamwood Town Centre, towards the railway station, to be delivered through CIL payments.

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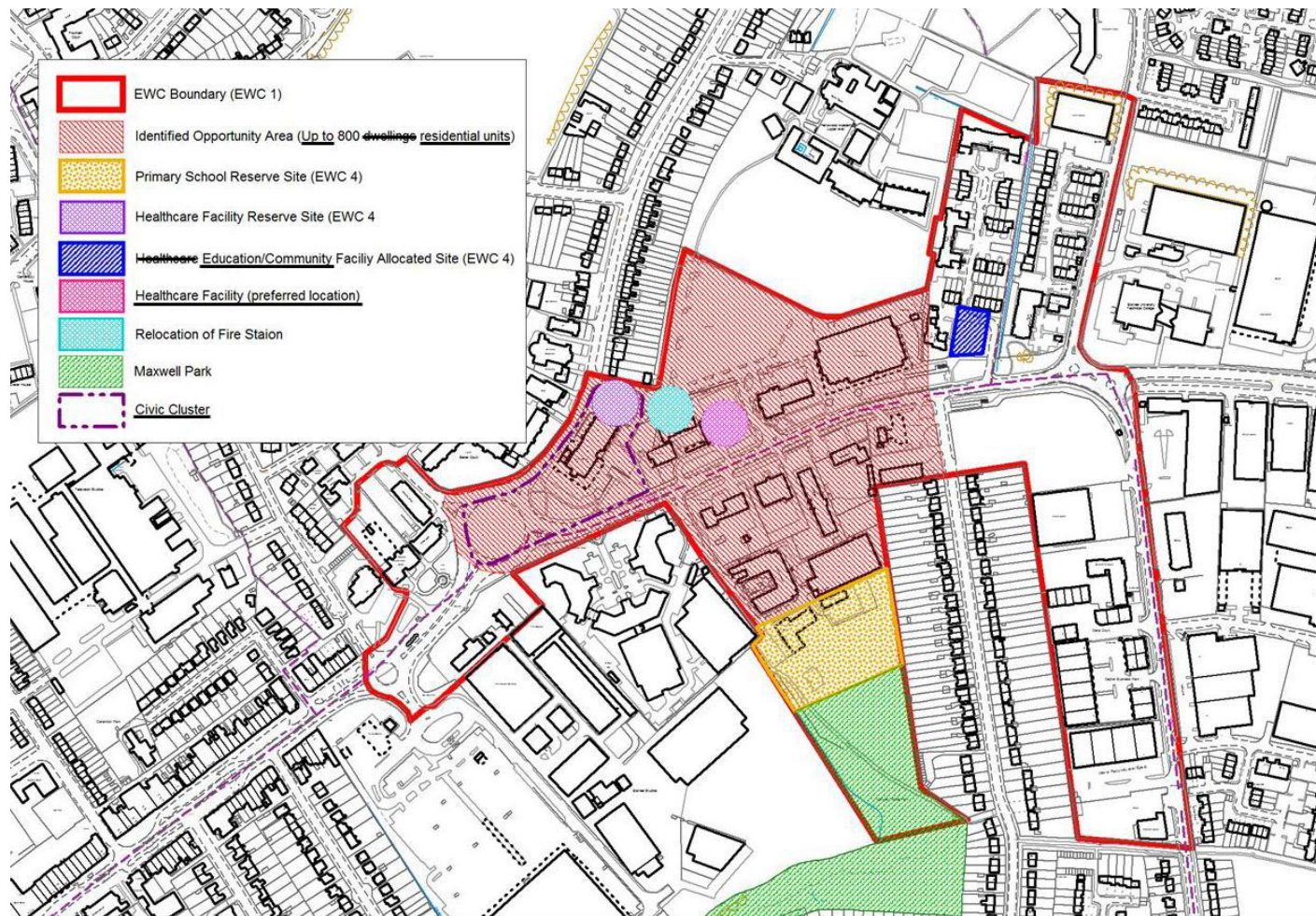
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- **Sustainable Drainage Systems (SUDS).** It is proposed to insert text into the body of the AAP stating that in order to achieve a sustainable method of surface water discharge, development proposals should incorporate SUDS. These may take the form of green roofs, soakaways,

permeable paving, lagoons, reed beds and retention ponds, depending on the nature of the development and the locality. SUDS also offer opportunities for environmental and landscape enhancement improving biodiversity and local amenity.

These modifications have the potential to effect the outcome of any SA / SEA.

Figure 1: Modified Policies Map



2.2 Policy re-assessment

2.2.1 As a consequence of the modifications, HBC will consider amending some of the policies in the AAP. The table below sets out those changes and identifies the policies that it is considered require re-assessment in this SA.

Table 2.1: Modified AAP Polices Requiring Assessment

Original AAP Policy	Change to Policy ?	Re-assess ?
Strategic Vision	Yes – increased maximum dwelling numbers to 1500.	Yes – the changes to the AAP described above could have some impact on the performance of this in sustainability terms.
EW C1: Development Strategy	Yes - text changes.	No – the policy proposes a series of general principles that should be accommodated in all development within the EWC.
EW C2: Comprehensive Development.	Yes - stresses comprehensive development of the opportunity sites.	No – the policy proposes a series of general principles that should be applied when considering new development within the EWC.
EW C3: Housing Density and Distribution	Yes – increased maximum dwelling numbers to 1500 and focus to be on the identified 'opportunity area'.	Yes – given that there is the potential for an increased number of residential dwellings to be provided across the EWC area which could have positive and / or negative sustainability implications.
EW C4: Supporting Community Facilities	Yes – seeks provision of GP surgery and educational facilities.	Yes – potential for outcome of the assessment to change.
EW C5: Transport and Accessibility	No change to Policy wording. However, the Movement Framework and proposed highway works that relate to the policy have changed.	Yes – given the changes to the Movement Framework as described above.
EW C6: Public Realm and Townscape	Yes – minor text changes.	Yes – increased emphasis on SUDS.
EW C7: Building Heights	No – although supporting text and building heights plan reduces the number of locations for 'Tall Buildings' and requires proposed buildings exceeding general building heights, to be assessed in the context of neighbouring residential properties.	No.
EW C8: Parking Requirements	Yes – further clarification on shared parking.	No.
EW C9: Developer Contributions	Yes – provides clarification on the delivery mechanism for infrastructure provision.	Yes – to take into account the introduction of CIL.

3 Assessment Methodology

3.1 Sustainability 'Objectives'

3.1.1 The Core Strategy SA identified 21 Sustainability Objectives for the Borough that all future Development Plan Documents must be appraised against. These were used in the assessment of the draft AAP Policies in the December 2012 SA. These Objectives will be applied to the assessment of the modifications.

3.2 SEA signposting

3.2.1 The SA Report must show that the SEA Directive's requirements have been met and this is achieved through sign-posting the places in the SA Report where the information required by the Directive is provided. This is provided in the Table below and references the previous SAR's.

Table 3.1: The Schedule of SEA Requirements

Requirements of the Directive	Where Covered in Report
<p>Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated.</p> <p>The information to be given is:</p>	
a) An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	<p>Original SA - Chapters 3 and 5</p> <p>SA Addendum – Chapters 2 and 3</p> <p>SA Mods – Chapter 1, 2 and 3</p>
b) The relevant aspects of the current state of the environment and the likely evolution without implementation of the plan or programme	<p>Original SA - Chapters 3 and 8</p> <p>SAA – Chapters 3 and 5</p>
c) The environmental characteristics of areas likely to be significantly affected	Original SA - Chapter 3
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directive 79/409/EEC and 92/43/EEC	Original SA - Chapter 3
e) The environmental protection objectives established at international, community or national level which are relevant to the programme and the way those objectives and any environmental considerations have been taken into account during its preparation	Original SA - Chapter 3
f) The likely significant effects on the environment, including: short, medium and long term; permanent and temporary; positive and negative; secondary, cumulative and synergistic effects on issues such as: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	<p>Original SA - Chapter 6</p> <p>SAA – Chapter 4</p> <p>SA Mods – Chapters 4 and 5</p>
g) The measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse effects on the environment of implementing the plan or programme.	<p>Original SA - Chapter 6</p> <p>SAA - Chapter 4</p> <p>SA Mods – Chapter 4 and 5</p>
h) An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	<p>Original SA - Chapter 4</p> <p>SAA - Chapter 3</p> <p>SA Mods – Chapter 3</p>
i) A description of measures envisaged concerning monitoring (in accordance with regulation 17)	<p>Original SA - Chapter 7</p> <p>SAA Chapter 5</p>
j) A non-technical summary of the information provided under the above headings	Provided at the front of this document.

Requirements of the Directive	Where Covered in Report
Consultation with:	
Authorities with environmental responsibility when deciding on the scope and level of detail of the information to be included in the environment report	Consultation on the EWC AAP.
Authorities with environmental responsibility and the public to be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and accompanying environmental report before its adoption	Consultation on the EWC AAP.
Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country	N/A
Taking the environmental report and the results of the consultations into account in decision making	To be addressed at a later date
Provision of information on the decision: When the plan or programme is adopted the public and any countries consulted must be informed and the following made available: The plan or programme as adopted A statement summarising how environmental considerations have been integrated into the plan or programme in accordance with the requirements of the legislation The measures decided concerning monitoring	To be addressed at a later date
Monitoring of the environmental effects of the plan or programmes implementation must be undertaken	To be addressed at a later date

3.3 Update on relevant plans, policies and programmes

3.3.1 A review of the main plans, policies and programmes that are applicable to the EWC are provided in the previous SAR. In the intervening period the following have emerged:

- Elstree Way Corridor Primary Report - July 2014 (AECOM)
- Creative Hertsmere Economic Development Strategy, A plan for prosperity in Hertsmere – July 2014 (HBC)
- Adoption of the Community Infrastructure Levy (September 2014, in effect 01 December 2014)

3.4 Alternatives

3.4.1 The SEA Directive requires alternatives to the development plan to be considered. The principle of focusing development in the EWC has been tested through the Core Strategy which is now adopted and which was itself subject to SA and the consideration of alternatives.

3.4.2 Alternative ways of bringing development forward within the EWC were considered in the December 2012 SA (Section 4) and as such, that assessment is considered to be robust. The modifications to the AAP as described above, do not necessitate revisiting this previous assessment.

3.5 Approach to assessment of the modifications

3.5.1 Existing SA guidance recognises that the most familiar form of SA prediction and evaluation is generally broad-brush and qualitative. It is recognised that quantitative predictions are not always practicable and qualitative predictions can be equally valid and appropriate. Examples of the prediction and evaluation techniques for assessing significance of effects are expert judgement, dialogue with stakeholders and public participation, geographical information systems, reference to legislation and regulations and environmental capacity.

3.5.2 The results of the detailed assessment of the potential effects predicted to arise as a result of the implementation of the modified AAP policies are set out in the assessment tables in the next

Section of this report, followed by a brief commentary on the effects, highlighting any of significance. The assessment of effects is denoted using the following system of symbols:

+++	Strongly positive
++	Moderately positive
+	Slightly positive
0	No effect
-	Slightly negative
--	Moderately negative
---	Strongly negative
+/-	Combination of positive and negative effects / neutral effect

3.5.3 For the purposes of analysing the results of the assessment, significant effects are those which result in 'strongly positive' or 'strongly negative' effects.

3.5.4 In some cases a '0 No effect' may be attributed in the assessment because the SA Objective is not relevant to the particular policy. In these circumstances no commentary is necessary.

4 Assessment of the proposed Modifications

4.1 Introduction

- 4.1.1 The modified Strategic Vision and the AAP policies are assessed in the tables below (Key – ~~strike through~~ indicates deletion, Underline is additional text).

AAP Strategic Vision		
<p>The redevelopment of the Elstree Way Corridor will provide at least <u>between 1,000 – 1,500 residential units</u> and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. <u>The main focus for activity will be in the identified opportunity area, which has the potential to accommodate up to 800 residential units and the provision of a new civic hub.</u> Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenures, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.</p>		
SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	++	Land has been 'reserved' within the AAP for a primary school. The positive sustainability benefits of this should be recognised in this assessment. It should, however, be noted that the preference is for HBC to work with the LEA to bring forward a primary school elsewhere and the reserved site is a fall back option. There is the potential for the provision of some 500 – 750 sq. m of additional floorspace for educational provision in the AAP. This could link to other educational uses envisaged for areas adjacent to the EWC such as the proposed University Technical College at Adecco House off Elstree Way / Studio Way. There is also the potential for training opportunities to arise associated with the civic / community / employment uses within the AAP area.
2. To ensure ready access to essential services and facilities for all residents	+++	<p>Delivery of the Vision will give rise to improved and potentially co-located essential community services (including a health facility) and improved levels of public transport. Greater connectivity to the town centre will give residents access to a range of other facilities and services.</p> <p>The provision of up to 1500 residential units within the EWC is considered unlikely to give rise to adverse impacts on services and facilities given that development is likely to be phased over the remaining 12 years of the Local Plan Period (i.e. up to 2027).</p>
3. To improve the quality and affordability of housing	+++	The redevelopment of existing sites for residential development is on-going and is contributing to the quality and affordability of housing. There continues to be developer interest in the EWC and 500 of the 1500 dwellings identified within the Strategic Vision have been built or are under construction (at the time of writing). Delivery of up to 1500 residential units as described in the Vision would continue this positive contribution.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	Slightly positive effect through i) Greater connectivity via improved public transport options giving residents better access the town centre. ii) Aspirations to reinforce pedestrian and cycle networks in order to better integrate the EWC with the wider area iii) Provision of more affordable housing iv) Increased accessibility to community facilities.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	++	Whilst no specific crime reduction measures have been incorporated at this stage, appropriate design and orientation of buildings and open spaces will ensure they are vibrant and where possible have natural surveillance. The AAP sets out design requirements to increase safety and security but does not contain a specific policy associated with crime reduction.
6. To improve population's health and reduce inequalities both geographically and demographically	+	There is the potential to experience improvements through improved housing stock and greater access to community facilities (including new healthcare facilities).
7. To make the most efficient use of previously developed land (PDL) and existing buildings before Greenfield sites	+++	The AAP seeks the redevelopment of PDL to provide for sustainable mixed communities and in a sustainable location.
8. To reduce contamination and safeguard soil quality and quantity	+/-	Construction activities may have the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and through the Development Management process and application of Policy CS15 of the Core Strategy, development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	+	There are no major landmarks or focal points in the AAP area but there are a number of local features such as the war memorial and Elstree Film studios. These features will be protected and potentially enhanced. Generally the AAP will seek improvements to the existing townscape.
10. To maintain and enhance the quality of countryside and landscape	0	The Elstree Way corridor is in a developed location and thus there are no obvious effects.
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+/-	Increased residential development within the AAP area may create increased demand for car ownership. Notwithstanding, the provision of the proposed highway works including reinforcing pedestrian and cycle networks in order to better integrate the EWC with the wider area and enhancements east-west along Elstree Way, will help to improve options for non-vehicular

AAP Strategic Vision

The redevelopment of the Elstree Way Corridor will provide at least between 1,000 – 1,500 residential units and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. The main focus for activity will be in the identified opportunity area, which has the potential to accommodate up to 800 residential units and the provision of a new civic hub. Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenures, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.

SA objective	Impact	Commentary
		travel within the EWC. Improved bus services will further improve access to sustainable modes of transport.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	There are no international, national or local wildlife designations within the AAP area. Maxwell Park (in and to the south of the AAP) and the grounds of Holmshill School, Meadow Park and the grounds of St Theresa's School (to the north of the AAP) are designated as Urban Open Land Areas in the Hertsmere Local Plan and could support wildlife interest. The proposals would retain and potentially enhance these sites. Additional Green Infrastructure could also provide further opportunities for biodiversity enhancement.
13. To improve the quality of surface and ground waters	+/-	There is the potential for adverse impacts to surface and ground water during the construction period and therefore in the short term.
14. To minimise water consumption	0	There is the potential for increased water consumption through higher density development. Whilst there is insufficient information at this stage to assess likely levels of water consumption it is considered that it would not lead to a significant negative effect.
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. Implementation of the AAP is unlikely to increase flood risk.
16. To improve local air quality (AQ)	+/-	Increased levels of development will bring growth to the area, an increased population and the likelihood of additional traffic. However, the EWC is considered to be a sustainable location generally for the focus of development, being situated in close proximity to the town centre. In addition, other policies within the AAP will seek to maximise sustainable transport opportunities and links between the EWC and the Town Centre.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area with access to local facilities and Borehamwood Town Centre may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	++	There will be an overall loss of employment land within the EWC area including now the potential for loss of further employment land along Manor Way. Notwithstanding, the AAP seeks to facilitate the retention of existing employers where possible, allows for some employment opportunities over time and ultimately the delivery of a sustainable mixed community which will contribute to the local economy. The AAP area is situated adjacent to existing employment allocations to the east and the town centre to the west and must be viewed in this wider context.
21. To sustain and enhance the viability and vitality of town centres	++	The AAP will seek to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

Policy EWC3: Housing Density and Distribution

At least 800 dwellings 1000 residential units will be provided across the EWC with the potential for 1,500 units to be provided within the plan period. The main focus for development will be within the 'identified opportunity area' indicated in figure 1, which has the potential to accommodate up to 800 residential units in total. Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.

Density ranges are shown in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development bands. Developments should be designed to take account of the amenity of adjacent sites.

A mix of types of homes will be provided within the Elstree Way Corridor. Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion of 3 bed units. Flatted development will take place along Elstree Way and houses will be developed where new development meets sites about the existing residential areas of Shenley Road and Bullhead Road.

Housing developments in excess of 25 units (gross) will contain some variation in housing mix by type and size. Any planning application for such a development should include a statement addressing the proposed housing mix, explaining why the mix is proposed and how it reflects the local housing market, viability, site layout and density. Development proposals should aim to deliver a proportion of 3 bed units, particularly where new houses are proposed; where this cannot be accommodated this should be justified in the statement.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	+/-	The provision of up to 1500 residential units within the EWC is considered unlikely to give rise to adverse impacts on services and facilities given that development is likely to be phased over the remaining 12 years of the Local Plan Period (i.e. up to 2027). New housing will contribute to the provision of services and facilities through CIL/S106.
3. To improve the quality and affordability of housing	+++	Delivery of up to 1500 residential units in the EWC will provide for a wider range of housing choice including open market and affordable housing.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	The provision of affordable housing and access to a range of community facilities will contribute towards reducing poverty and social exclusion.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	++	The provision of a variety of housing types including open market and social housing has the potential to reduce inequality.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+++	Residential development will form part of a sustainable mixed community, delivered on previously developed land.
8. To reduce contamination and safeguard soil quality and quantity	+/-	High density development has the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and ultimately development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+/-	Increased residential development within the AAP area may create increased demand for car ownership. Notwithstanding, the provision of a mixed use community in this sustainable location will facilitate access to close by services. Improved cycle, walking and public transport facilities and access to the railway station will contribute towards a modal shift to more sustainable forms of transport.
12. To protect and enhance wildlife and habitats which are	0	

Policy EWC3: Housing Density and Distribution

At least ~~800 dwellings~~ 1000 residential units will be provided across the EWC with the potential for 1,500 units to be provided within the plan period. The main focus for development will be within the 'identified opportunity area' indicated in figure 1, which has the potential to accommodate up to 800 residential units in total. Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.

Density ranges are shown in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development bands. Developments should be designed to take account of the amenity of adjacent sites.

A mix of types of homes will be provided within the Elstree Way Corridor. ~~Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion of 3 bed units.~~ Flatted development will take place along Elstree Way and houses will be developed where ~~new development meets sites abut~~ the existing residential areas of Shenley Road and Bullhead Road.

Housing developments in excess of 25 units (gross) will contain some variation in housing mix by type and size. Any planning application for such a development should include a statement addressing the proposed housing mix, explaining why the mix is proposed and how it reflects the local housing market, viability, site layout and density. Development proposals should aim to deliver a proportion of 3 bed units, particularly where new houses are proposed; where this cannot be accommodated this should be justified in the statement.

SA objective	Impact	Commentary
important on an international, national and local scale		
13. To improve the quality of surface and ground waters	0	New development will be required to ensure there is no adverse impact on ground waters and incorporate appropriate surface water drainage.
14. To minimise water consumption	+/-	There is the potential for increased water consumption through high density residential development. Whilst there is insufficient information at this stage to assess likely levels of water consumption it is considered that it would not lead to a significant negative effect.
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development is unlikely to increase flood risk.
16. To improve local air quality (AQ)	+/-	Growth of the local population is likely to increase traffic levels. Through improvements to the highway network and the provision of sustainable transport links, there is the potential for air pollution to be reduced.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New residential development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New high density development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	+	The provision of new housing and addition of new residents to the area will have the potential to contribute to a prosperous and balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	+	The addition of new residents to the area and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre.

Policy EWC4: Supporting Community Facilities

All new development will be required to make provision or support for the proposed improved and additional community facilities. Particular locations or reserve sites to accommodate new/improved community facilities are identified in figure 1.

Development proposals in identified opportunity sites should not put at risk the ability to deliver the following facilities:

- a) ~~Provision of a new police front desk at the Civic Centre~~
- b) ~~a) Retention of the Civic Centre with future potential for intensification of public services and civic activities (opportunity site 3)~~
- c) ~~b) Retention of Relocated fire station within the Elstree Way Corridor (opportunity site 4)~~
- c) New education facility and associated community use (opportunity site 10)
- d) ~~Borehamwood Library and Maxwell Community Centre will be reprovided on Shenley Road~~
- d) A new health facility (opportunity site 4 / opportunity site 3)

Financial contributions will be sought from new development to deliver the following facilities:

- e) Improvements to Maxwell Park
- f) A new 2FE Primary School (opportunity site 7)
- g) New and/or enhanced new open / civic space including around the war memorial
- h) A new health facility (opportunity site 4 / opportunity site 3)

Direct financial contributions through s106 agreements are only sought for a new school, as set out in Policy EWC9. Improvements to Maxwell Park, new open space and the new health facility will be considered for funding via the Community Infrastructure Levy once appropriate schemes have been identified.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	++	Land has been 'reserved' within the AAP for a primary school. The positive sustainability benefits of this should be recognised in this assessment. It should, however, be noted that the preference is for HBC to work with the LEA to bring forward a primary school elsewhere and the reserved site is a fall back option. There is the potential for the provision of some 500 – 750 sq. m of additional floorspace for educational provision in the AAP. This could link to other educational uses envisaged for areas adjacent to the EWC such as the proposed University Technical College at Adecco House off Elstree Way / Studio Way. There is also the potential for training opportunities to arise associated with the civic / community / employment uses within the AAP area.
2. To ensure ready access to essential services and facilities for all residents	+++	The policy seeks the retention of / new essential community services, improved levels of public transport and green infrastructure. Greater connectivity to the town centre will give residents access to a range of other facilities and services. The aspiration to deliver a new health facility within the EWC will also bring positive sustainability benefits.
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	++	There is the potential for positive effects to arise through access to improved community facilities, affordable housing and some employment opportunities.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	++	Potential levels of improvement through improved essential community services, provision of a new health facility, improved levels of public transport, green infrastructure and well-designed civic spaces.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+	New facilities will be located on previously developed land.
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	

Policy EWC4: Supporting Community Facilities

All new development will be required to make provision ~~or support~~ for the proposed improved and additional community facilities. Particular locations or reserve sites to accommodate new/improved community facilities are identified in figure 1.

Development proposals in identified opportunity sites should not put at risk the ability to deliver the following facilities:

- a) ~~Provision of a new police front desk at the Civic Centre~~
- b) a) Retention of the Civic Centre with future potential for intensification of public services and civic activities (opportunity site 3)
- c) ~~b) Retention of Relocated fire station within the Elstree Way Corridor (opportunity site 4)~~
- c) New education facility and associated community use (opportunity site 10)
- d) ~~Borehamwood Library and Maxwell Community Centre will be reprovided on Shenley Road~~
- d) A new health facility (opportunity site 4 / opportunity site 3)

Financial contributions will be sought from new development to deliver the following facilities:

- e) Improvements to Maxwell Park
- f) A new 2FE Primary School (opportunity site 7)
- g) New and/or enhanced new open / civic space including around the war memorial
- h) A new health facility (opportunity site 4 / opportunity site 3)

Direct financial contributions through s106 agreements are only sought for a new school, as set out in Policy EWC9. Improvements to Maxwell Park, new open space and the new health facility will be considered for funding via the Community Infrastructure Levy once appropriate schemes have been identified.

SA objective	Impact	Commentary
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	The location of services and high density residential development within the AAP area will help to reduce car use.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	+	Location of services and high density residential development within the AAP has the potential to reduce car use and improve local air quality.
17. To reduce greenhouse gas emissions (GGE)	+/-	Development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel, potentially reducing GGE.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	++	The provision of new educational, health and community facilities could contribute to the delivery of a sustainable mixed community and a balanced stable economy.

Policy EWC4: Supporting Community Facilities

All new development will be required to make provision or support for the proposed improved and additional community facilities. Particular locations or reserve sites to accommodate new/improved community facilities are identified in figure 1.

Development proposals in identified opportunity sites should not put at risk the ability to deliver the following facilities:

- ~~a) Provision of a new police front desk at the Civic Centre~~
- ~~b) a) Retention of the Civic Centre with future potential for intensification of public services and civic activities (opportunity site 3)~~
- ~~c) b) Retention of Relocated fire station within the Elstree Way Corridor (opportunity site 4)~~
- ~~c) New education facility and associated community use (opportunity site 10)~~
- ~~d) Borehamwood Library and Maxwell Community Centre will be reprovided on Shenley Road~~
- ~~d) A new health facility (opportunity site 4 / opportunity site 3)~~

Financial contributions will be sought from new development to deliver the following facilities:

- ~~e) Improvements to Maxwell Park~~
- ~~f) A new 2FE Primary School (opportunity site 7)~~
- ~~g) New and/or enhanced new open / civic space including around the war memorial~~
- ~~h) A new health facility (opportunity site 4 / opportunity site 3)~~

Direct financial contributions through s106 agreements are only sought for a new school, as set out in Policy EWC9. Improvements to Maxwell Park, new open space and the new health facility will be considered for funding via the Community Infrastructure Levy once appropriate schemes have been identified.

SA objective	Impact	Commentary
21. To sustain and enhance the viability and vitality of town centres	++	The provision of additional services will contribute to the overall balance of uses in the town centre and enhance its viability and vitality.

Policy EWC5: Transport and Accessibility

Development should improve connectivity into and out of the area. Development proposals must not prejudice the outlined transport and movement improvements.

The Council, Highways Authority, developers and other partners will work in partnership to foster an attractive, safer and more legible environment for pedestrians, cyclists, public transport users and vehicles. All development should:

- a) Work in accordance with the Hertfordshire Local Transport Plan and Elstree and Borehamwood Urban Transport Plan.
- b) Improve pedestrian connections and minimise the risk of conflicts between various road users.
- c) Contribute towards the funding of the highway improvements set out in paragraph 5.2.
- d) Implement and establish safe pedestrian and cycle crossings
- e) Implement improvements to the cycle network along the corridor linking to the Borough Greenway network, including new/enhanced signage, and improved public cycle storage and racks. Cycle parking will be required in all residential developments.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	+	The policy seeks to ensure access (through sustainable transport options and improved connectivity) to a range of essential community services within the AAP area and the Town Centre.
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	+	Improved connectivity and access to community services and facilities contribute positively to this objective.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	+	Improved levels of sustainable forms of transport and reductions in car use can lead to some health benefits.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	0	
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+/-	Increased residential development within the AAP area may create increased demand for car ownership and therefore car journeys. Notwithstanding, improvements to the pedestrian environment and the levels of sustainable forms of transport will contribute positively to this objective. Development proposed within the AAP will be phased over the plan period to 2027 and there is the potential for further traffic flow and sustainable transport improvements beyond boundary of the AAP and within Borehamwood Town Centre, towards the railway station, to be delivered through CIL payments.

Policy EWC5: Transport and Accessibility

Development should improve connectivity into and out of the area. Development proposals must not prejudice the outlined transport and movement improvements.

The Council, Highways Authority, developers and other partners will work in partnership to foster an attractive, safer and more legible environment for pedestrians, cyclists, public transport users and vehicles. All development should:

- a) Work in accordance with the Hertfordshire Local Transport Plan and Elstree and Borehamwood Urban Transport Plan.
- b) Improve pedestrian connections and minimise the risk of conflicts between various road users.
- c) Contribute towards the funding of the highway improvements set out in paragraph 5.2.
- d) Implement and establish safe pedestrian and cycle crossings
- e) Implement improvements to the cycle network along the corridor linking to the Borough Greenway network, including new/enhanced signage, and improved public cycle storage and racks. Cycle parking will be required in all residential developments.

SA objective	Impact	Commentary
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	+/-	Growth of the local population will increase traffic levels and therefore potential emissions to air. Notwithstanding, the provision of sustainable transport links within the EWC could help to reduce associated local air pollution.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	Enhanced levels of connectivity (from both within and outside of the AAP) to the Town Centre will help to make a positive contribution to this objective.
21. To sustain and enhance the viability and vitality of town centres	+	Enhanced connectivity and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre

Policy EWC6: Public Realm and Townscape

All new development will be required to make a positive contribution to the quality of the public realm. Development must:

- a. Promote active building frontages that contribute to the public realm visually and functionally ~~by providing active building frontages and~~, including ground floor uses that face onto the public realm, ~~including~~ and new ~~and~~ or improved building frontages;
- b. Emphasise the points of arrival into the town centre through innovative surface redesign and improved pedestrian crossings;
- c. Respect public open spaces and streets by ensuring that building forms are appropriately scaled to their context and do not provide excessive overshadowing;
- ~~d. Accommodate a range of functions and activities within the public spaces;~~
- ~~e-d.~~ Help reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design, with ~~bolder~~ larger buildings with active frontages designs along principal routes. Development and spaces and designs of a more intimate nature along secondary routes should be consistent with the existing residential form;
- ~~f~~ e. Utilise the most suitable, durable and high quality materials available within the public realm, with special attention to detail and future maintenance requirements; and
- ~~g~~ f. Specify management and maintenance regimes for areas of the public realm.

Further guidance as to how to make successful planning applications to which this policy applies is provided in Part D of the Council's adopted Planning and Design Guide SPD and its Streetscape Manual.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	0	
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	0	
5. To reduce and prevent crime, fear of crime and anti-social behaviour	+	The policy includes measures such that the design of new buildings, accesses and public spaces will need to incorporate appropriate measures (such as appropriate orientation and surveillance) to ensure that a safe built environment is delivered.
6. To improve population's health and reduce inequalities both geographically and demographically	+	The provision of high quality buildings and functioning open spaces will contribute to a feeling of well-being for the residents of the area and brings some positive health benefits.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+++	Development will be sited on PDL.
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	+/-	The policy seeks the delivery of a high quality public realm and townscape. The presence of specific features of cultural heritage interest is not acknowledged in the policy.
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	The provision of improved public realm, public spaces and pedestrian access ways and crossings has the potential to increase usage of the area by residents and reduce use of the private car.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	

Policy EWC6: Public Realm and Townscape

All new development will be required to make a positive contribution to the quality of the public realm. Development must:

- a. Promote active building frontages that contribute to the public realm visually and functionally ~~by providing active building frontages and~~, including ground floor uses that face onto the public realm, ~~including~~ and new ~~and~~ or improved building frontages;
- b. Emphasise the points of arrival into the town centre through innovative surface redesign and improved pedestrian crossings;
- c. Respect public open spaces and streets by ensuring that building forms are appropriately scaled to their context and do not provide excessive overshadowing;
- ~~d. Accommodate a range of functions and activities within the public spaces;~~
- ~~e_d.~~ Help reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design, with ~~bolder~~ larger buildings with active frontages ~~designs~~ along principal routes. Development and spaces and designs of a more intimate nature along secondary routes should be consistent with the existing residential form;
- ~~f e.~~ Utilise the most suitable, durable and high quality materials available within the public realm, with special attention to detail and future maintenance requirements; and
- ~~g f.~~ Specify management and maintenance regimes for areas of the public realm.

Further guidance as to how to make successful planning applications to which this policy applies is provided in Part D of the Council's adopted Planning and Design Guide SPD and its Streetscape Manual.

SA objective	Impact	Commentary
13. To improve the quality of surface and ground waters	+	The AAP now includes supporting text seeking that development proposals incorporate SUDS.
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	+	The AAP now includes supporting text seeking that development proposals incorporate SUDS.
16. To improve local air quality (AQ)	0	
17. To reduce greenhouse gas emissions (GGE)	0	
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	Enhanced public realm and increased usage has the potential to deliver a well-functioning sustainable mixed community.
21. To sustain and enhance the viability and vitality of town centres	+	The policy will seek to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

Policy EWC9: Developer Contributions

~~S106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport network, walking and cycling routes and facilities, a primary school and healthcare facility within the Elstree Way Corridor, implementation of an extension to the CPZ, public realm and open spaces.~~

S106 planning obligations will be used to provide direct financial contributions from development in opportunity sites 1-11 towards:

- a) A new Primary School (with associated early years provision)
- b) The Highway Improvements

The proposed Health Facility, improvements to Maxwell Park and improved open / civic space will be considered for funding through future CIL receipts.

On-site infrastructure requirements to mitigate the specific impact of development proposals will be required. Further guidance is provided in Section 6 of the Council's Developer Contributions Framework.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	+	S106 contributions will help to deliver additional school spaces.
2. To ensure ready access to essential services and facilities for all residents	+	The policy provides clarity as to how funding will be provided for a range of facilities and infrastructure (e.g. highway improvements, walking and cycling routes, public realm and open spaces).
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	0	
5. To reduce and prevent crime, fear of crime and anti-social behaviour	+	The policy acknowledges that funding will be sought for improved public realm and open spaces which can lead to a safer built environment.
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	0	
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	Funding for the provision of improved public realm, public spaces and pedestrian access ways and crossings has the potential to contribute positively towards this objective.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	

Policy EWC9: Developer Contributions

~~S106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport network, walking and cycling routes and facilities, a primary school and healthcare facility within the Elstree Way Corridor, implementation of an extension to the CPZ, public realm and open spaces.~~

S106 planning obligations will be used to provide direct financial contributions from development in opportunity sites 1-11 towards:

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On-site infrastructure requirements to mitigate the specific impact of development proposals will be required. Further guidance is provided in Section 6 of the Council's Developer Contributions Framework.

SA objective	Impact	Commentary
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development with parking provision is unlikely to increase flood risk.
16. To improve local air quality (AQ)	0	
17. To reduce greenhouse gas emissions (GGE)	0	
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	The policy seeks to ensure funding is sought for a range of facilities and infrastructure (e.g. road surface transport network, walking and cycling routes public realm and open spaces) which has the potential to deliver a well-functioning sustainable mixed community.
21. To sustain and enhance the viability and vitality of town centres	+	The policy will seek funding to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

4.2 Summary comments on the Modifications to the AAP Vision and Policies

- 4.2.1 **Strategic Vision.** The proposed modifications do not alter significantly the overall sustainability of the Strategic Vision. Increasing the upper limit of dwelling provision within the EWC to 1500 is not assessed to give rise to significant adverse impacts in regard to traffic generation, air quality or greenhouse gas emissions and will generate a potentially significant positive effect in regard to improving the quality and affordability of housing in the area and the Borough.
- 4.2.2 **Policy EWC3 (Housing Density and Distribution).** As with the Strategic Vision, this will continue to generate a potentially significant positive effect in regard to improving the quality and affordability of housing in the area and the Borough. Whilst this will likely lead to increased demand for access to the private car, assessment and mitigation shows that traffic growth and flow on the highway network can be managed such that a significant adverse effect has not been identified. The positive measures proposed in regard to access to more sustainable forms of transport and restrictions on the number of car parking spaces allowed per dwelling will help to provide a platform for increased usage of pedestrian / cycle / public transport links.
- 4.2.3 The provision of up to 1500 residential units within the EWC is considered unlikely to give rise to adverse impacts on services and facilities given that development is likely to be phased over the remaining 12 years of the Local Plan Period (i.e. up to 2027).
- 4.2.4 **Policy EWC4 (Supporting Community Facilities).** Whilst there is some loss of educational floorspace and other community facilities as a consequence of the modifications (Police front desk) significant sustainability effects will still arise through the implementation of this policy. The aspiration to provide education and healthcare facilities within the AAP area are predicted to continue to give rise to significant positive benefits. As stated above, the phasing of development within the AAP area over the remaining 12 years of the Local Plan Period is assessed as unlikely to give rise to significant adverse impacts on services and facilities.
- 4.2.5 **Policy EWC5 (Transport and Accessibility).** The main conclusion from traffic modelling results is that Elstree Way will exceed capacity even without the growth proposed. Mitigation is proposed to improve flow consistency and public transport provision across the highway network. Given this and the phasing of development over the plan period, the conclusion of the assessment is that significant adverse impacts will not arise. Increases in emissions have the potential to adversely impact local air quality although no significant adverse environmental effect is predicted.
- 4.2.6 **Policy EWC6 (Public Realm and Townscape).** Some additional 'slightly positive effects' may arise as a consequence of inclusion of reference in the AAP to the requirement for SUDS solutions within new development.
- 4.2.7 **Policy EWC9 (Developer Contributions).** The assessment of this policy has not changed as a consequence of the modifications, and the overall conclusion is that some minor positive sustainability benefits will arise as a consequence of an amended policy.

5 Conclusions

5.1 Sustainability of the Modified AAP Policies

- 5.1.1 The modified AAP policies have been assessed and taking account of the judgements and assumptions that are inherent in such assessments, have been found to be sustainable.
- 5.1.2 Taking the plan as a whole, significant positive sustainability benefits would continue to arise through implementation of the AAP Policies in relation to:
- The provision and access to essential services and facilities including healthcare and education.
 - Increasing further housing supply, choice and affordability in the locality and the Borough.
 - Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.
- 5.1.3 Whilst there is the potential for adverse impacts in relation to car trip generation, surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are the likely consequences of any major redevelopment and as such, can be addressed through appropriate mitigation measures. No significant negative environmental or sustainability impacts have been identified.
- 5.1.4 The AAP policies (as modified) continue to advocate residential led growth. Some economic benefits will arise through the retention of existing employers, links with adjacent employment areas and the potential creation of some new employment. The EWC is situated directly adjacent to existing employment allocations to the east and the town centre to the west (where services and potential employment opportunities exist) and the AAP should continue to be viewed in this wider context.

Appendix A – Main Modifications

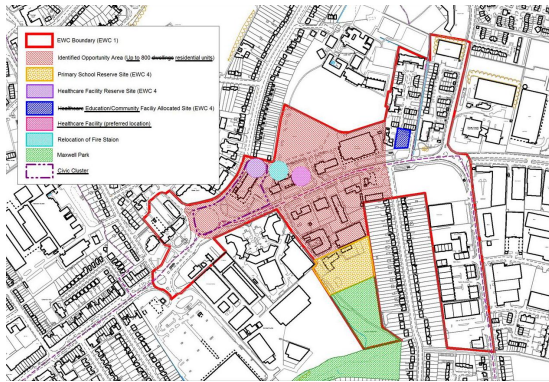
Elstree Way Corridor Area Action Plan

Schedule of Main Modifications arising from Inspector's Post- Hearing outline of required Main Modifications

Key – ~~strike through~~ indicates deletion, Underline is additional text

The page numbers and paragraph/policy numbers refer to the submission plan, and do not take account of the deletion or addition of text.

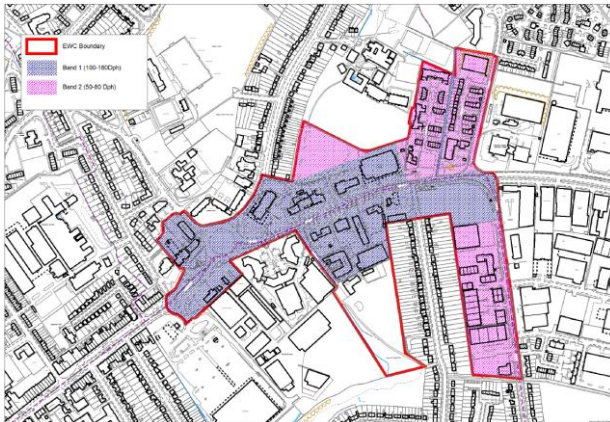
Ref	Page	Policy / Paragraph	Main Modification
MM1	2	1.10	<p><i>Insert new paragraph before :</i></p> <p><u>The proposal to prepare an Area Action Plan for the EWC is included within the Core Strategy. The Core Strategy identifies that there is the potential for housing led regeneration in Elstree Way, west of Borehamwood town centre to contribute an estimate of 800 units towards the projected Housing Supply in Hertsmere for the plan period 2012-2027. This figure is based on feasibility and transport studies which were commissioned by Hertsmere Borough Council and key landowners in 2010. Prior to the publication of the draft AAP in January 2013 various developments were already underway and as the Plan progressed towards submission, further development proposals emerged. The EWC as now identified in the EWCAAP is capable of accommodating between 1,000 – 1,500 residential units in total, 500 of which were either built or under construction at the time the AAP was subject to Examination (October 2014).</u></p>
MM2	5	2.2	<p>The EWC has the potential to deliver at least 800 between 1,000 and 1,500 residential units, a significant level of housing to meet the needs of the Borough. The Colin Buchanan Feasibility Study (2010), commissioned by the Hertsmere Borough Council and other landowners in the EWC, includes an 'identified opportunity area' as defined on the Policies Map (predominantly in public sector ownership) to deliver this level of housing. Sites outside of this area but within the AAP boundary may also be suitable for residential development. . <u>This will be the main area of activity; it will contain a new civic hub and has the potential to deliver up to 800 residential units. By October 2014, approximately 500 units had been built or were under construction in the EWC area, 114 of which were in the opportunity area.</u></p>
MM3	5	2.4	<p>Through the adopted Core Strategy (January 2013), the renewal of the EWC has been identified as an unprecedented opportunity to provide a range of new housing, community and cultural facilities for Hertsmere during the next 15 years. This Area Action Plan (AAP) identifies policies that will guide the development of the area in accordance with this vision and these objectives. <u>Appendix 3 sets out a policy matrix which demonstrates how each of the policies in the AAP contributes to the delivery of its strategic vision and objectives, and highlights the consistency with the adopted Core Strategy.</u></p>

MM4	5	Box before 2.5	<p>Strategic Vision</p> <p>The redevelopment of the Elstree Way Corridor will provide <u>at least between 1,000 – 1,500 residential units</u> and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. <u>The main focus for activity will be in the identified opportunity area, which has the potential to accommodate up to 800 residential units and the provision of a new civic hub.</u> Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenures, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.</p>
MM5	5	2.5	<p>The objectives form the basis for the policies in this document, and they should guide the masterplanning and the preparation and determination of planning applications.</p> <ul style="list-style-type: none"> • Provide improved and coordinated facilities for the delivery of a range of services to the public; • <u>Secure contributions through s106 agreements for the provision of a new primary school and improvements to the local highway network;</u> • Improve the physical appearance of this important gateway into the town <u>by influencing the design of new developments and improvements to the public realm;</u> • Link the commercial area of Borehamwood with the town centre; • Release land for a range of uses and help meet the Borough's future residential development land needs; • Provide certainty and guidance to both landowners and developers; and, • Promote sustainable development <u>and enhancements to the environment</u>
MM6	6	Figure 1	<p>Amended Figure 1 : EWC Policies Map:</p>  <div data-bbox="1576 946 2105 1023" style="border: 1px solid black; padding: 5px; text-align: center;"> <p><i>Larger version in annex of this schedule</i></p> </div>

MM7	7	3.3	<p>The following development principles build upon the strategic vision for the residential led redevelopment of the EWC. Development proposals which are not in accordance with these principles will be refused.</p> <p>The EWC will be planned and developed:</p> <ul style="list-style-type: none"> a) To be representative of its significance when arriving into Borehamwood town centre from the A1; b) With improved connectivity and accessibility with the town centre and employment area with significant highway improvements; c) To integrate and maximise existing activities and development along the Corridor, including Elstree Studios, Imperial Place, the Civic Centre, and the Venue; d) To coordinate the release of land for a range of uses to help meet development needs; e) With a redesigned and improved Maxwell Park <u>(including the watercourse)</u> and additional open space; and, f) To a high level of design quality to create accessible developments, <u>consistent with the Council's adopted Planning and Design Guide SPD (or any subsequent design guidance for the Elstree Way Corridor issued by the Council).</u> g) <u>With a design and layout that minimises opportunities for crime;</u> h) <u>With integrated refuse and recycling facilities, consistent with the Council's Technical Note on Waste Storage Requirements; and</u> i) <u>With appropriate Sustainable Drainage Systems and green infrastructure to reduce flood risk, improve water quality and enhance the environment.</u> j) <u>With an appropriate mix of housing types and sizes, and a level of Affordable Housing in accordance with the Council's Affordable Housing SPD; and</u> k) <u>To contribute to the key infrastructure requirements in Policy EWC9.</u> <p><u>Appendix 3 sets out a policy matrix which demonstrates how each of the policies in the AAP contributes to the delivery of these principles.</u></p>
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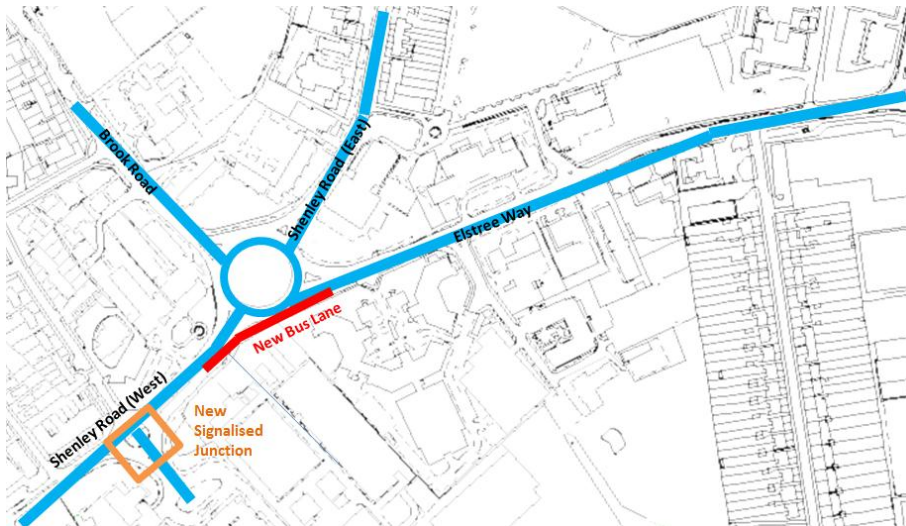
MM8	7	Policy EWC1	<p>Policy EWC1: Development Strategy</p> <p>Development proposals in the Elstree Way Corridor (as defined by the EWC Policies Map) should:</p> <p>a. Provide safe, <u>sustainable</u> and convenient access <u>across the Elstree Way Corridor through walking, cycling to public buildings and spaces, and to public transport</u>; including ensuring that access caters for the needs of those with limited mobility or those with <u>and other</u> impairments, such as reduced sight or hearing;</p> <p>b. Have a design and layout that minimises opportunities for crime;</p> <p>c. Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design; <u>consistent with the Council's Technical Note on Waste Storage Requirements</u></p> <p>d. b. Be of a high quality design <u>that contributes to improvements in the quality of the townscape by adhering to the design policies in the AAP</u></p> <p>e. c. <u>Be planned in such a way that it is consistent with the proposed</u> Facilitate the required highways and public realm improvements <u>(Appendix 4)</u>;</p> <p>f. g. <u>Provide a high quality landscape framework for the development and its immediate setting to</u> ; and,</p> <p>g. d. Provide an appropriate level of Affordable Housing in accordance with Core Strategy Policy CS4.</p>
MM9	8	3.4	<p>The Council's preference is for sites to be brought forward together- <u>particularly where the development proposal forms a part of an identified 'opportunity site' (figure 5)</u>. Many of the sites will be challenging to bring forward in isolation and will result in lost opportunities should they do so. Proposals to bring forward sites in isolation are less likely to be able to contribute towards the strategic vision and fail to maximise the development potential of a site, and the EWC as a whole.</p>
MM10	8	Policy EWC2	<p>Policy EWC2: Comprehensive Development</p> <p>All development should contribute towards realising the vision of the area as set out in this Area Action Plan. Proposals for development within or adjoining the Elstree Way Corridor that would prejudice the comprehensive restructuring of the area will be refused.</p> <p>The Council's preference is for sites to be brought forward together. <u>Development proposals within the identified 'opportunity sites' should seek to deliver the comprehensive development of that site, including the provision of parking and open space.</u> Proposals for new development will be judged against the following principles to secure the optimum use of land in the long term:</p> <p>a. All development must be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible;</p> <p>b. General building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan;</p> <p>c. The design and layout of new development should not inhibit positive management of land and buildings. Arrangements for future</p>

			<p>management should be put in place in appropriate schemes; and,</p> <p>d. Development should be accessible by a range of transport options, including passenger transport. In particular, building development will be permitted if it :</p> <p>e. Makes optimum use of the land available, whether in terms of site coverage or height; or</p> <p>f. Contributes towards or provides for the reasonable sharing of facilities, such as off street car parking; or</p> <p>g. Does not prevent other land coming forward for development in the future; or</p> <p>h. Helps to achieve a comprehensively planned development framework.</p>
MM11	9	4.2	<p>At least 800 dwellings <u>Up to 1,500 residential units</u> are anticipated to come forward within the EWC <u>over the plan period</u> during the next 20 years. , with at least 1,000 in the first 10 years of the plan. To date, approximately 500 units have already been delivered. The main focus for <u>this growth will be in</u> These dwellings are to be provided within the area defined on the Policies Map as the ‘identified area of opportunity’, ‘<u>identified opportunity area</u>’, which is anticipated to deliver up to 800 units, of which 114 have already been delivered.</p>
MM12	9	4.8	<p>The Council’s Strategic Housing Market Assessment (SHMA) and housing waiting list identifies a need for additional 3-bed units within Hertsmere, for this reason it is appropriate that proposals be required to address this shortfall in provision <u>where it is viable to do so considering all other policy requirements.</u> In particular, sites within the lower density band will be expected to provide 3 bed units. Policy CS7 of the Core Strategy requires development over 10 units (gross) to contain some variation, and sites with over 25 units to reflect a mix which reflects housing need (Chapter 4, Draft Affordable Housing SPD, November 2011).</p>
MM13	10	EW3	<p>Policy EW3: Housing Density and Distribution</p> <p>At least 800 dwellings<u>1000 residential units</u> will be provided across the EWC-, with the potential for 1,500 units to be provided within the plan period. <u>The main focus for development will be within the ‘identified opportunity area’ indicated in figure 1, which has the potential to accommodate up to 800 residential units in total.</u> Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.</p> <p>Density ranges are shown in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development bands. Developments should be designed to take account of the amenity of adjacent sites.</p> <p>A mix of types of homes will be provided within the Elstree Way Corridor. Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion of 3 bed units. Flatted development will take place along Elstree Way and houses will be developed where new development meets sites abut the existing residential areas of Shenley Road and Bullhead Road.</p> <p><u>Housing developments in excess of 25 units (gross) will contain some variation in housing mix by type and size. Any planning application for such a development should include a statement addressing the proposed housing mix, explaining why the mix is proposed and how it reflects the local housing market, viability, site layout and density. Development proposals should aim to deliver a proportion of 3 bed units, particularly where new houses are proposed; where this cannot be accommodated this should be justified in the statement.</u></p>

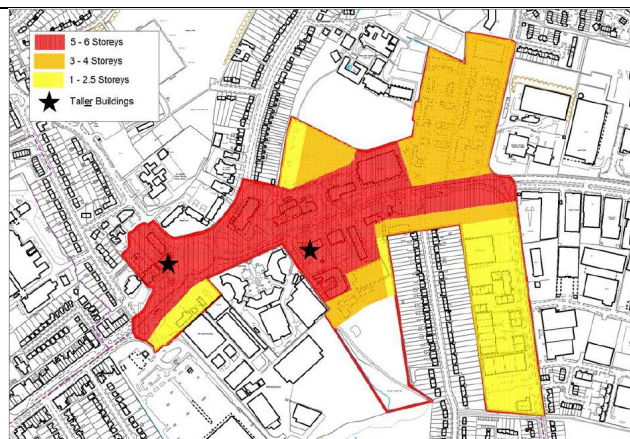
MM14	11	Figure 2	<p>Amended Figure 2: Density areas</p>  <p>Larger version in annex of this schedule</p>
MM15	12	4.9	<p>The EWC and immediate surroundings include a wide range of civic, education and employment uses. Retaining existing key public sector uses in new or refurbished facilities within the EWC is to be sought alongside any rationalisation of land holdings, as is the cohabitation of uses and sharing of enhanced facilities. However, if any service providers consider relocating outside of the EWC, the Council will seek their retention within Borehamwood. A cluster of public sector activities inside of and around a refurbished Civic Offices would unlock development sites and maximize development potential.</p>
MM16	12	4.11	<p>To support the level of development proposed for Borehamwood as defined by the Core Strategy, a site for a new 2 form entry Primary school is required within Borehamwood. <u>It is likely that education providers and/or Hertfordshire County Council will seek to identify sites for education provision outside the Elstree Way Corridor for allocation within the Site Allocation and Development Management Policies DPD. In the event that there is an unmet need, or in the event that alternative sites are not available, the site comprising the current Girl Guide Hut and Maxwell Park Community Centre has been identified reserved by HCC for a Primary School (as shown on the Policies Map). The site has been reserved for a primary school should HCC be unable to find an alternative suitable location.</u> Should the sites, wholly or in part, come forward as a primary school, Hertsmere Borough Council will require the facilities (buildings and outdoor space) to be designed in such a way <u>as to be capable of accommodating a range of community activities outside of normal school hours through a dual use arrangement. Any community use of the education facility should be complementary and secondary to the main purpose of the site as a primary school.</u></p>
MM17	12	4.12	<p>Should, as preferred, an alternative site for a Primary School be found within Borehamwood, the open space will remain in use as such. However, any loss, reduction or displacement of the Girl Guide Hut and Maxwell Park Community Centre will not be permitted unless (1) it can be demonstrated that they are surplus to the needs of the local community or are no longer fit for purpose and (2) any required equivalent reprovision nearby, within an existing or new building (single or multi-use), is satisfactory for all of its users. Any proposals for the development of the reserve site for a new 2 form entry Primary School (opportunity site 7) would be considered against Policy CS19 (Key community facilities) of the Core Strategy and would be required to include an up to date assessment of need for the community facilities</p>

			<p><u>currently provided within the Girl Guide Hut and Maxwell Park Community Centre and demonstrate that suitable provision could be made available nearby within an existing or new building (either single or multi use) to accommodate any loss, reduction or displacement of those facilities caused by the development to the satisfaction of all its users.</u></p> <p><u>Should, as preferred, an alternative site for a Primary School be found within Borehamwood, the open space will remain in use as such.</u></p>
MM18	12	4.15	<p>The EWC is in close proximity to Borehamwood town centre and the Council wishes to ensure that the retail function of centre, the largest in the Borough, is not undermined by new retail floorspace outside the centre. The EWCAAP is therefore <u>does not a suitable location for retail development and proposals for or including retail development will be refused. allocate sites for additional retail development; any proposal for retail development would be considered against Core Strategy Policy CS27 (Town centre strategy).</u></p>
MM19	13	4.19	<p>New development will be required to make provision for improvements to existing and additional community infrastructure. Following discussions with health providers, it is known that there may be <u>is</u> a future requirement for additional GP facilities. although the local Clinical Commissioning Group have advised that presently there is GP capacity in the town. The Council has identified two alternative locations for a new health facility: <u>-(1) at the front of the former Oaklands College site which may no longer be required for the education facility intended as part of the original residential development of Oaklands College and if this does not become available (2) as part of the emerging multi-service public sector cluster on part of the land currently occupied by the single storey library, nursery and health centre buildings., a reserve site, which has been identified on land immediately to the north east of the Civic Offices, owned by Hertsmer Borough Council. A preferred site on part of the land currently occupied by the single storey library, nursery and health centre buildings (opportunity site 4) and a reserve site on land immediately to the north-east of the Civic Offices (opportunity site 3). This reserve site would also be appropriate for any temporary decanting of existing healthcare facilities during the development of opportunity site 4.</u></p>
MM20	13	4.19	<p><i>Insert new paragraph after:</i></p> <p><u>The site to the front of the former Oaklands College (opportunity site 10) is allocated for the provision of a new education facility, as part of a mixed use development, including use as a community facility outside the normal hours of operation by the college. Subject to the viable provision of such facilities on the lower floors, the site will also be permitted to contain residential units within the same development, which should be broadly consistent in scale, mass and siting to the building permitted under the extant consent (APP/N1920/A/09/2112659).</u></p>

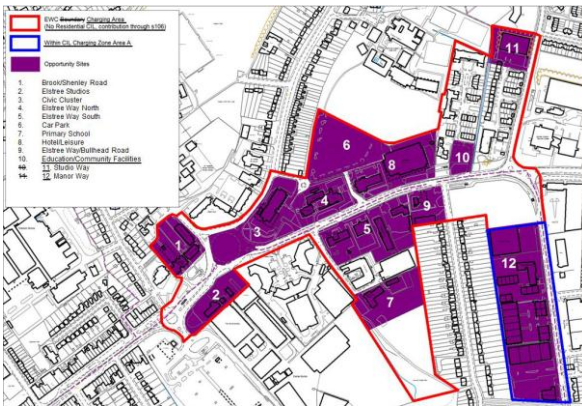
MM21	13	Policy EWC4	<p>Policy EWC4: Supporting Community Facilities</p> <p>All new development will be required to make provision or support for the <u>proposed</u> improved and additional community facilities. Particular locations or reserve sites to accommodate new/improved-community facilities are identified <u>in figure 1</u>.</p> <p><u>Development proposals in identified opportunity sites should not put at risk the ability to deliver the following facilities:</u></p> <p>a) Provision of a new police front desk at the Civic Centre b) a) Retention of the Civic Centre with future potential for intensification of public services and civic activities (opportunity site 3) c) b) Retention of Relocated fire station within the Elstree Way Corridor (opportunity site 4) <u>c) New education facility and associated community use (opportunity site 10)</u> d) Borehamwood Library and Maxwell Community Centre will be reprovided on Shenley Road <u>d)- A new health facility (opportunity site 4 / opportunity site 3)</u></p> <p><u>Financial contributions will be sought from new development to deliver the following facilities:</u></p> <p>e) Improvements to Maxwell Park f) A new 2FE Primary School (opportunity site 7) g) New and/or enhanced new open / civic space including around the war memorial h) A new health facility (opportunity site 4 / opportunity site 3)</p> <p><u>Direct financial contributions through s106 agreements are only sought for a new school, as set out in Policy EWC9. Improvements to Maxwell Park, new open space and the new health facility will be considered for funding via the Community Infrastructure Levy once appropriate schemes have been identified.</u></p>
MM22	14	5.2	<p>In order to facilitate the level of development envisaged and to improve connectivity a series of highway and public realm improvements are required. Key interventions to be considered <u>are</u>:</p> <p>a) Pedestrian and cycle and public transport movement across Shenley Road roundabout improved, including new and / improved crossings; and the provision of a new bus lane; b) Minor realignment of the carriageway to allow for improved pedestrian and cycle movement; c) Pedestrian and cycle movement across Tesco roundabout <u>c) The Tesco roundabout to be replaced with a signalised junction with bus priority measures to improve public transport access and journey time reliability between residential development along Elstree Way Corridor and the bus interchange within the Tesco site; and to improve accessibility to Shenley Road shopping area and mainline rail station;</u> d) Improved off carriageway cycle lanes to be provided in both directions on Elstree Way and, Brook Road and Shenley Road; e) Possible repositioned vehicular entrance to Elstree Studio and improvements to pedestrian access; f) A series of measures to facilitate movement across Elstree Way and Shenley Road including the positioning of pedestrian crossing points</p>

			that follow the most convenient routes; and, g) New bus shelters, street furniture and planting; and, h) Providing links and facilities at destinations outside the EWCAAP (e.g. Elstree and Borehamwood railway station, shops, schools, leisure facilities).
MM23	15	Figure 3	<p><i>Replace Figure 3 with new figure 3</i></p> 
MM24	16	5.3	<i>Deletion of paragraph 5.3</i>
MM25	16	5.4 (first of duplicate paragraph reference)	<p>The Movement Framework will frame and establish development sites, and in in some cases will provide opportunities for increased site areas. Where this is the case developers and landowners are encouraged to engage with Hertfordshire County Council (HCC) to discuss revised site boundaries. <u>Specific access points from Elstree Way to proposed development sites will need to be agreed in advance with HCC; whilst the current position of access points may be relocated, it is not expected that an increase in access points will be permitted.</u></p> <p><i>Insert new paragraph after:</i> <u>Appendix 4 outlines the schematic highway scheme. The implementation of the highway scheme will be subject to detailed design and modelling in agreement with HCC.</u></p>
MM26	17	EW C6	Policy EWC6: Public Realm and Townscape

			<p>All new development will be required to make a positive contribution to the quality of the public realm. Development must:</p> <ul style="list-style-type: none"> a. Promote active building frontages that contribute to the public realm visually and functionally by providing active building frontages and <u>, including ground floor uses that face onto the public realm, including and new and</u> or improved building frontages; b. Emphasise the points of arrival into the town centre through innovative surface redesign and improved pedestrian crossings; c. Respect public open spaces and streets by ensuring that building forms are appropriately scaled to their context and do not provide excessive overshadowing; d. Accommodate a range of functions and activities within the public spaces; e <u>d. Help reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design, with bolder larger buildings with active frontages designs along principal routes. Development and spaces and designs of a more intimate nature along secondary routes should be consistent with the existing residential form ;</u> f e. Utilise the most suitable, durable and high quality materials available within the public realm, with special attention to detail and future maintenance requirements; and g f. Specify management and maintenance regimes for areas of the public realm. <p><u>Further guidance as to how to make successful planning applications to which this policy applies is provided in Part D of the Council's adopted Planning and Design SPD and its Streetscape Manual.</u></p>
MM27	19	6.12	<p><i>Insert new paragraph after:</i></p> <p><u>In order to achieve a sustainable method of surface water discharge, development proposals should incorporate Sustainable Drainage Systems (SUDS). These may take the form of green roofs, soakaways, permeable paving, lagoons, reed beds and retention ponds, depending on the nature of the development and the locality. Some SUDS also offer opportunities for environmental and landscape enhancement improving biodiversity and local amenity. Even where SUDS alone cannot provide total surface water drainage solutions, they can be of benefit when used in conjunction with conventional piped systems. In particular, areas of off-street parking, which are otherwise capable of forming large expanses of impervious development, will be expected to incorporate sufficient levels of permeability.</u></p>
MM28	19	6.16	<p>In the right place, buildings <u>Development should not exceeding the general building heights shown in figure 4. Higher buildings may be appropriate where there is no adverse impact on the living conditions of the occupiers of neighbouring residential buildings with particular regard to outlook, daylight/sunlight and privacy. will be acceptable. Taller buildings should be of excellent architectural quality and designed in full cognisance of their likely impact on the immediate surroundings and the wider environment. Suitable locations where taller buildings may be acceptable be are shown on</u> <u>Any development proposals that exceed the general building heights indicated on Figure 4 must be accompanied by an assessment of the impact on neighbouring residential buildings. The proponents of any such proposals should seek pre-application advice and undertake consultation with the local community. Locations where there is the potential for taller buildings are indicated on Figure 4.</u></p>
MM29	20	Figure 4	<p><i>Amended Figure 4: General Building Heights</i></p>

				<div>Larger versions in annex of this schedule</div>
MM30	21	6.20	<p>The AAP does not establish EWC specific non-residential parking standards and therefore proposals must be consistent with Hertsmere Borough Council’s Parking Standards SPD. <u>Parking standards in relation to the school, health facility and educational facility will be determined once operational requirements are identified.</u> In addition to new parking provision, there are already a significant number of car parks within or adjacent to the EWC and the Council will expect opportunities for the use of shared parking facilities, including for the proposed community facilities, to be considered.</p>	
MM31	22	Policy EWC8	<p>Policy EWC8: Parking Requirements</p> <p><i>Residential Parking</i></p> <p>Parking requirements for new residential development within the Elstree Way Corridor shall be determined in accordance with Table 2. Proposals shall apply a minimum parking standard of 1 space per residential unit for all units of 3 bedrooms or fewer. Where applicable, proposals should also investigate the possibility of sharing parking spaces with other uses on site, especially at offpeak times. Proposals for residential units of 4 bedrooms or more shall apply an average minimum parking standard of 1.5 spaces per dwelling.</p> <p><i>Non-residential Parking</i></p> <p>Proposals for non-residential development within the Elstree Way Corridor will be considered on a case by case basis where there is no existing standard for that particular use set out in the parking standards SPD.</p> <p><i>Shared Parking</i></p> <p><u>On-site parking standards could be reduced where the co-ordinated delivery of two or more sites are able to share existing or new parking, particularly where the uses proposed will operate at different times during the day. Any proposal that seeks to share parking provision must be accompanied with an assessment of the suitability of the parking arrangements; where acceptable, the arrangement must be kept in perpetuity through a s106 agreement.</u></p>	

MM32	25	7.3	As the proposed development requires the re-provision of a number of public facilities, it is highly likely that a development partner approach will be favoured for a phase or series of phases of development, particularly where the development proposals are within the same opportunity site. Such an approach would allow the comprehensive development of the corridor or parcels of the development. This involves a lead organisation (not necessarily the landowner) submitting the application and guiding it through the planning process, including the negotiation of s106 obligations. The organisation would then act in the role of ‘development manager’ in relation to the exercise of development activity with the development of houses undertaken by separate house builders procuring serviced plots, and the ‘development manager’ ensuring that infrastructure is delivered so that standards and restrictions are observed.
MM33	26	7.8	This AAP identifies the infrastructure which will be required to unlock strategic sites and deliver the EWC Vision. <u>The Council has published a ‘Developer Contributions Framework’ (DCF) which outlines in Section 9 how development will be required to contribute towards the strategic infrastructure requirements. The DCF is an online resource and will be kept under review and updated where appropriate with revised costs and delivery timescales.</u>
MM34	26	7.9	The AAP does not attempt to determine a Section 106 tariff for the AAP area and strategic sites. The AAP makes a positive contribution towards this process by identifying the critical and essential infrastructure that are required, the phasing of when it is required, the key agencies who are responsible for helping to secure this infrastructure and the potential development trajectory which is both unlocked by, and could potentially contribute towards, delivering this infrastructure. <u>The Council adopted the Community Infrastructure Levy (CIL) on 17th September 2014, with CIL to come into effect on all applications determined on, or after 1st December 2014. The majority of the opportunity sites fall within the ‘Elstree Way Corridor charging area’ (as indicated in Figure 5) which has a nil rate for residential development. Residential development in this area will not pay CIL, but instead will contribute to the primary school and highways improvements through s106. Opportunity site 12 falls within adopted ‘CIL Area A’; development on this site will therefore not be subject to the s106 financial contributions highlighted in Policy EWC9. Further opportunities to enhance the area that are not directly required to enable development, such as improvements to bus facilities at Elstree and Borehamwood Station, secondary school provision, and improvements to the watercourse at Maxwell Park will be considered in future as part of the Council’s Community Infrastructure Levy investment programme.</u>
MM35	26	Policy EWC9	<p>Policy EWC9: Developer Contributions</p> <p>S106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport network, walking and cycling routes and facilities, a primary school and healthcare facility within the Elstree Way Corridor, implementation of an extension to the CPZ, public realm and open spaces.</p> <p><u>S106 planning obligations will be used to provide direct financial contributions from development in opportunity sites 1-11 towards;</u></p> <p>a) <u>A new Primary School (with associated early years provision)</u></p>

			<p>b) <u>The Highway Improvements</u></p> <p>The proposed Health Facility, improvements to Maxwell Park and improved open / civic space will be considered for funding through future CIL receipts.</p> <p>On-site infrastructure requirements to mitigate the specific impact of development proposals will be required. Further guidance is provided in Section 6 of the Council's Developer Contributions Framework.</p>
MM36	26	Figure 5	<p>Amended Figure 5: Opportunity Sites</p>  <p>1. Brook/Shenley Road 2. Estate Studios 3. Civic Cluster 4. Estate Way North 5. Estate Way South 6. Car Park 7. Primary School 8. Hotel/Leisure 9. Estate Way/Bushead Road 10. Education/Community Facilities 11. Estate Way 12. Manor Way</p> <div data-bbox="1565 445 2101 525">Larger version in annex of this schedule</div>

MM37	27	Box 4	<p>4. Elstree Way North</p> <ul style="list-style-type: none"> • Mixed use development including residential, opportunity to develop cluster of civic and public service activities linking in with an enhanced Civic Centre. • General building heights of between 5-6 storeys. • Existing nursery to be reprovod within Borehamwood although not necessary within the Elstree Way Corridor. • Main v Vehicular access from the north of the site. <u>to be determined on the service requirements of any proposed relocation of the fire station to the site, although use of access from the north is expected.</u> • Development should provide high quality frontage to improve the local views along Elstree Way. 			
MM38	28	Box 10	<p><i>Insert new box before:</i></p> <p><u>10. Education Facility</u></p> <ul style="list-style-type: none"> • <u>Provision of a new education facility on the lower floors with community uses out of hours.</u> • <u>Residential development on the upper floors of the proposed education facility.</u> • <u>General building heights of 3 to 4 storeys.</u> 			
MM39	29	'Development Framework' section of table	Housing Delivery	<u>Development proposals to allow sufficient open space and car parking to be accommodated across the relevant opportunity site.</u>	<u>Review implementation of policy. Reassessment of AAP development potential and design requirements.</u>	EWC2

MM40	29	'Land Use strategy' section of table				
			Development dwelling mix	On sites in excess of 25 units, if the provision of mixture of dwelling types and sizes is <u>are to be proportionate disproportionate, in relation to Borough dwelling mix targets.</u>	Review implementation of policy.	EWC3
MM41	29	'Land Use strategy' section of table				
			Support and provision of community facilities.	<p>100% of developments are expected to make provision or support new and improved community facilities</p> <p>a) <u>Development in opportunity sites 3, 4 and 10 allow for the siting of the identified community facilities on site.</u></p> <p>b) <u>If delivery of a school on opportunity site 7 is progressed</u></p> <p>c) <u>S106 amounts collected consistent with the Developer Contributions Framework (DCF) to facilitate delivery of the Primary School</u></p> <p>d) <u>Sufficient future CIL contributions allocated to deliver other community facilities (Improvements to Maxwell Park, Civic Open Space and health facility)</u></p>	<p>Where developments fail to meet the threshold the council will review the implementation of policy and development viability in EWC</p> <p>a) <u>Review implementation of policy. Reassessment of AAP development potential and design requirements</u></p> <p>b) <u>Assess current community facilities in the local area. Any loss, reduction or displacement to be re-provided within an existing or new building in the local area to the satisfaction of the current users.</u></p> <p>c) <u>Reassess viability and review DCF</u></p> <p>d) <u>Review 'Regulation 123 list' (Part of DCF).</u></p>	EWC4

MM42	30	'Movement Framework' section of table	<table border="1"> <tr> <td data-bbox="575 228 757 948">Implementation of connectivity improvements</td><td data-bbox="757 228 1189 948"> <p>The Council will monitor the progress of the implementation of connectivity improvements</p> <p>a) <u>Implementation of the proposed highways scheme</u></p> <p>b) <u>Improved pedestrian and cycle crossings and routes</u></p> <p>c) <u>Cycle storage consistent with the adopted Parking Standards SPD implemented across all residential developments.</u></p> </td><td data-bbox="1189 228 1980 948"> <p>If the planned transport and accessibility improvements are not forthcoming, or development is failing to deliver funding the necessary works. The Council will review development viability,</p> <p>a) <u>If sufficient s106 funds are not being collected, or development is not occurring consistent with the proposed phasing, the Council will review development viability, revise the allocation of funding phases in the DCF and seek grant funding where available.</u></p> <p>b) <u>If the pedestrian and cycle improvements are not delivered as envisaged in Appendix 4, the council will look to revise the scheme design.</u></p> <p>c) <u>Review Implementation of policy.</u></p> </td><td data-bbox="1980 228 2110 948">EWC5</td></tr> </table>	Implementation of connectivity improvements	<p>The Council will monitor the progress of the implementation of connectivity improvements</p> <p>a) <u>Implementation of the proposed highways scheme</u></p> <p>b) <u>Improved pedestrian and cycle crossings and routes</u></p> <p>c) <u>Cycle storage consistent with the adopted Parking Standards SPD implemented across all residential developments.</u></p>	<p>If the planned transport and accessibility improvements are not forthcoming, or development is failing to deliver funding the necessary works. The Council will review development viability,</p> <p>a) <u>If sufficient s106 funds are not being collected, or development is not occurring consistent with the proposed phasing, the Council will review development viability, revise the allocation of funding phases in the DCF and seek grant funding where available.</u></p> <p>b) <u>If the pedestrian and cycle improvements are not delivered as envisaged in Appendix 4, the council will look to revise the scheme design.</u></p> <p>c) <u>Review Implementation of policy.</u></p>	EWC5
Implementation of connectivity improvements	<p>The Council will monitor the progress of the implementation of connectivity improvements</p> <p>a) <u>Implementation of the proposed highways scheme</u></p> <p>b) <u>Improved pedestrian and cycle crossings and routes</u></p> <p>c) <u>Cycle storage consistent with the adopted Parking Standards SPD implemented across all residential developments.</u></p>	<p>If the planned transport and accessibility improvements are not forthcoming, or development is failing to deliver funding the necessary works. The Council will review development viability,</p> <p>a) <u>If sufficient s106 funds are not being collected, or development is not occurring consistent with the proposed phasing, the Council will review development viability, revise the allocation of funding phases in the DCF and seek grant funding where available.</u></p> <p>b) <u>If the pedestrian and cycle improvements are not delivered as envisaged in Appendix 4, the council will look to revise the scheme design.</u></p> <p>c) <u>Review Implementation of policy.</u></p>	EWC5				

MM43		‘Delivery and implementation’ section of table	Monitoring of specific contributions to initiatives set out in policy.	100% of developments to provide appropriate level of contributions (s106). a) <u>Development in Opportunity Sites 1 to 11 to contribute the necessary S106 amounts towards the Primary School and highway Improvements as set out in the DCF.</u> b) <u>Sufficient future CIL contributions allocated to deliver other community facilities (Improvements to Maxwell Park, Civic open Space and Health Facility)</u>	Monitoring of the finances requested and collected a) <u>Reassess viability and review DCF</u> b) <u>Review ‘Regulation 123 list’ (Part of DCF).</u>	EWC9

Appendix 3 – Policy Matrixes (General Development Principles)

	Policy EWC1: Development Strategy		Policy EWC2: Comprehensive Development		Policy EWC3: Housing Density and Distribution		Policy EWC4: Supporting Community Facilities		Policy EWC5: Transport and Accessibility		Policy EWC6: Public Realm and Townscape		Policy EWC7: General Building Heights		Policy EWC8: Parking Requirements		Policy EWC9: Developer Contributions	
General Development Principles - The EWC will be planned and developed...	CS14 CS18 CS19 CS20	CS21 CS22 CS24 CS28	CS1 CS2 CS3 CS7 CS16	CS23 CS25 CS26 CS27 CS28	CS1 CS2 CS3 CS4 CS5 CS6	CS1 CS2 CS3 CS4 CS5 CS6	CS18 CS19 CS21 CS22	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26	CS24 CS25 CS26
a). To be representative of its significance when arriving into Borehamwood Town Centre from the A1																		
b). With improved connectivity and accessibility with the town centre and employment area with significant highway improvements.																		
c). To integrate and maximise existing activities and development along the Corridor, including Elstree Studios, Imperial Place, the Civic Centre, and the Venue.																		
d). To co-ordinate the release of land for a range of uses to help meet development needs																		
e). With a redesigned and improved Maxwell Park (including the watercourse) and additional open space																		
f). To a high level of design quality to create accessible developments consistent with the Council's adopted Planning and Design Guide SPD (or any subsequent design guidance for the Elstree Way Corridor, issued by the Council).																		
g). With a design and layout that minimises opportunities for crime.																		
h). With integrated refuse and recycling facilities, consistent with the Council's Technical Note on Waste Storage Requirements.																		
i). With appropriate Sustainable Drainage Systems and green infrastructure to reduce flood risk, improve water quality and enhance the environment.																		
j). With an appropriate mix of housing types and sizes, and a level of Affordable Housing in accordance with the Council's Affordable Housing SPD																		
k). Contribute to the key infrastructure requirements in Policy EWC9.																		

MM45

34

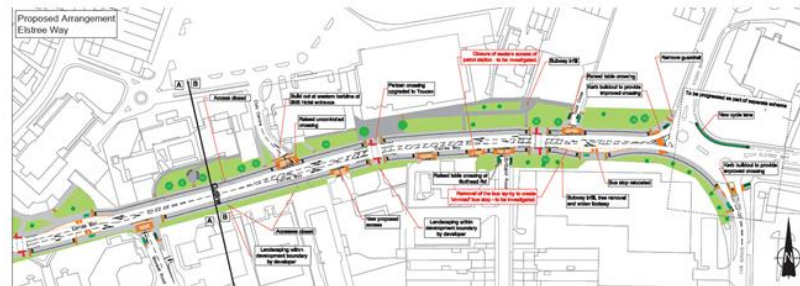
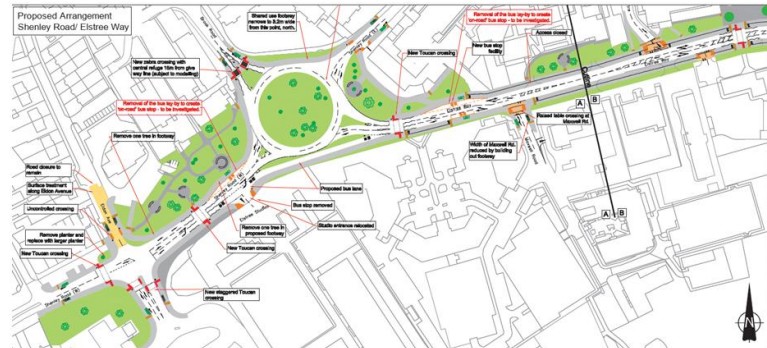
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Insert after page 34

Larger Versions in Annex of this schedule

Appendix 4 – Proposed Highway Improvements

Further technical details and costs can be found in Section 9 of the 'Developer Contributions Framework' available on the Council's Website



ANNEX –Main modifications :

MM6

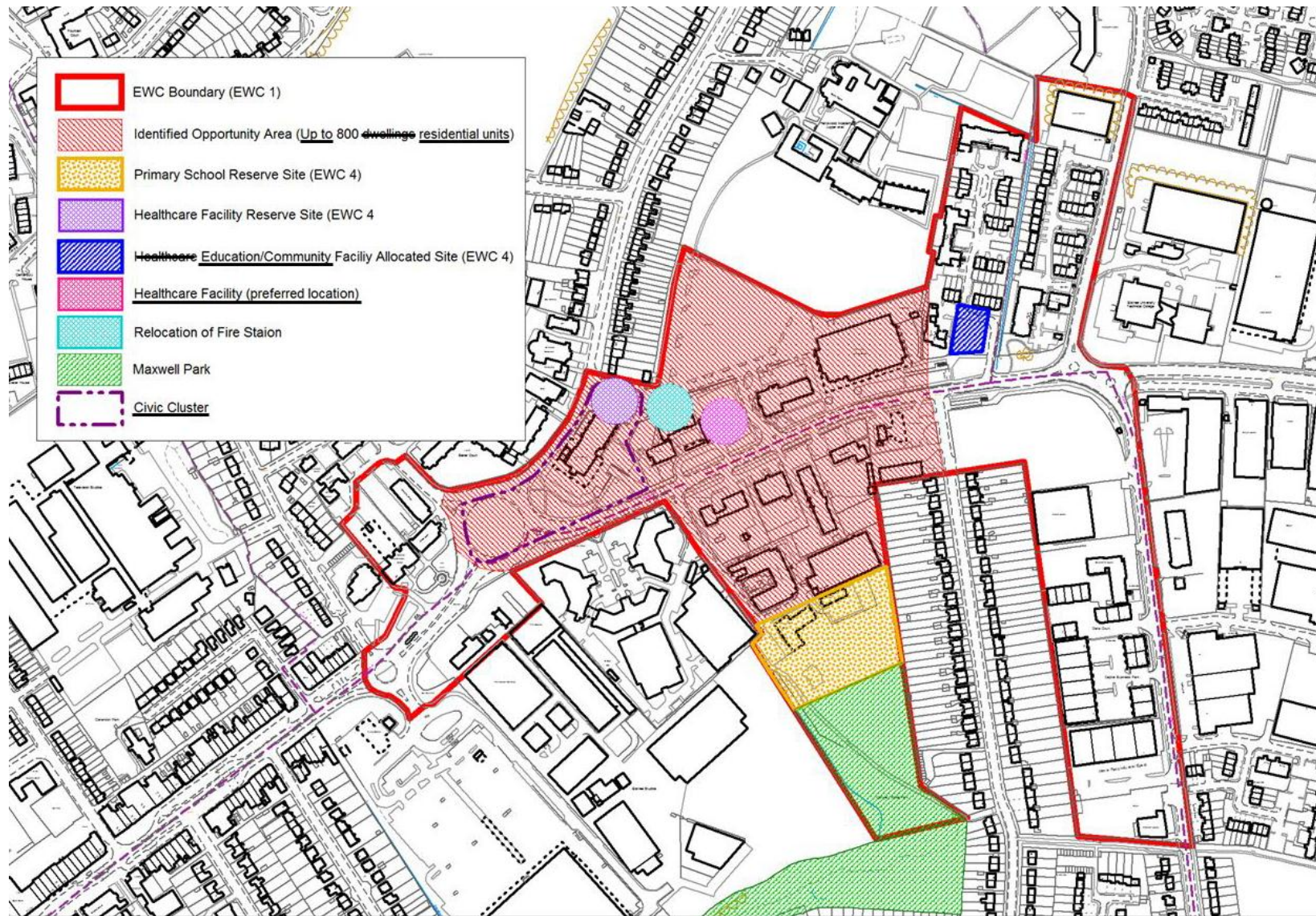
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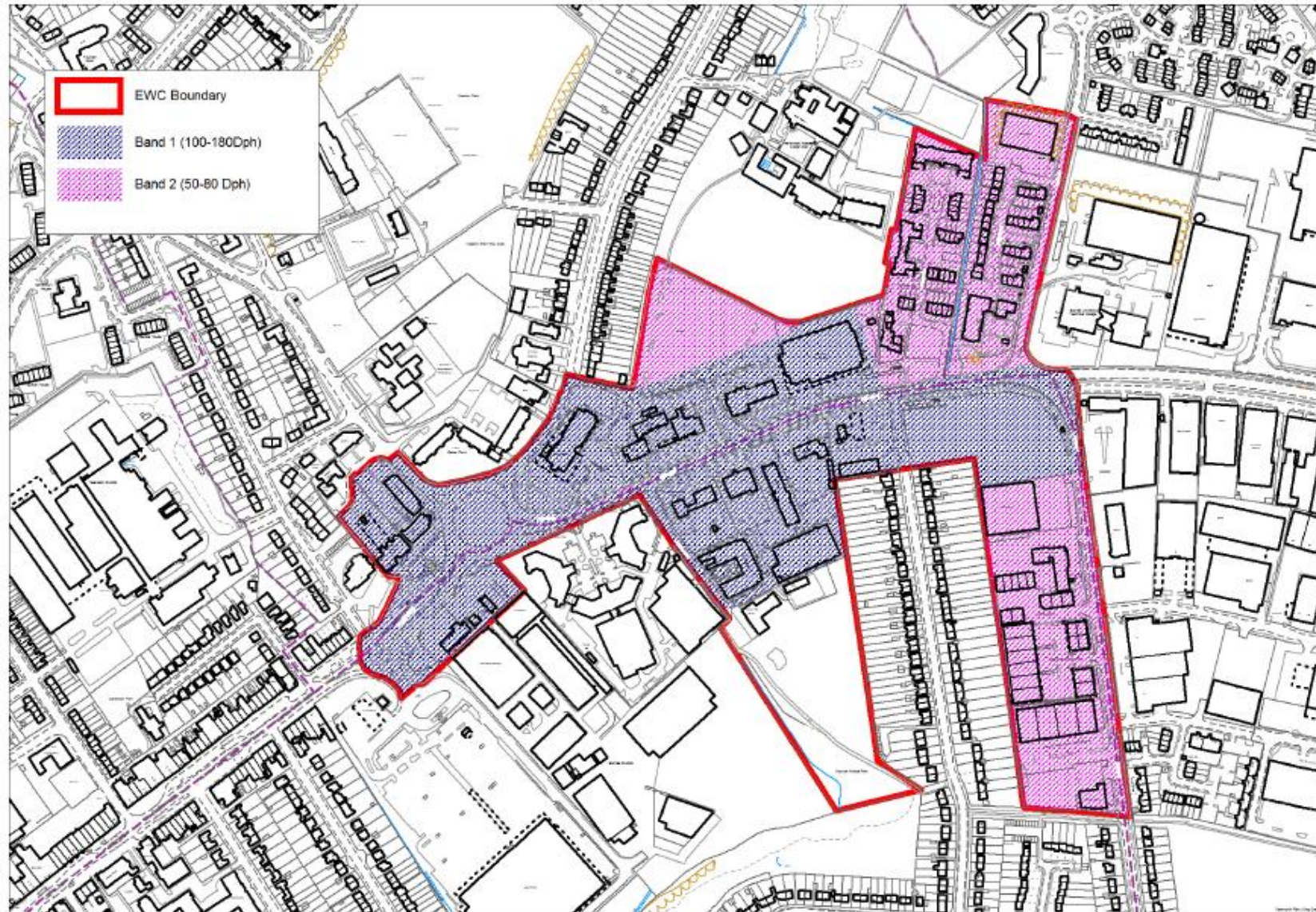
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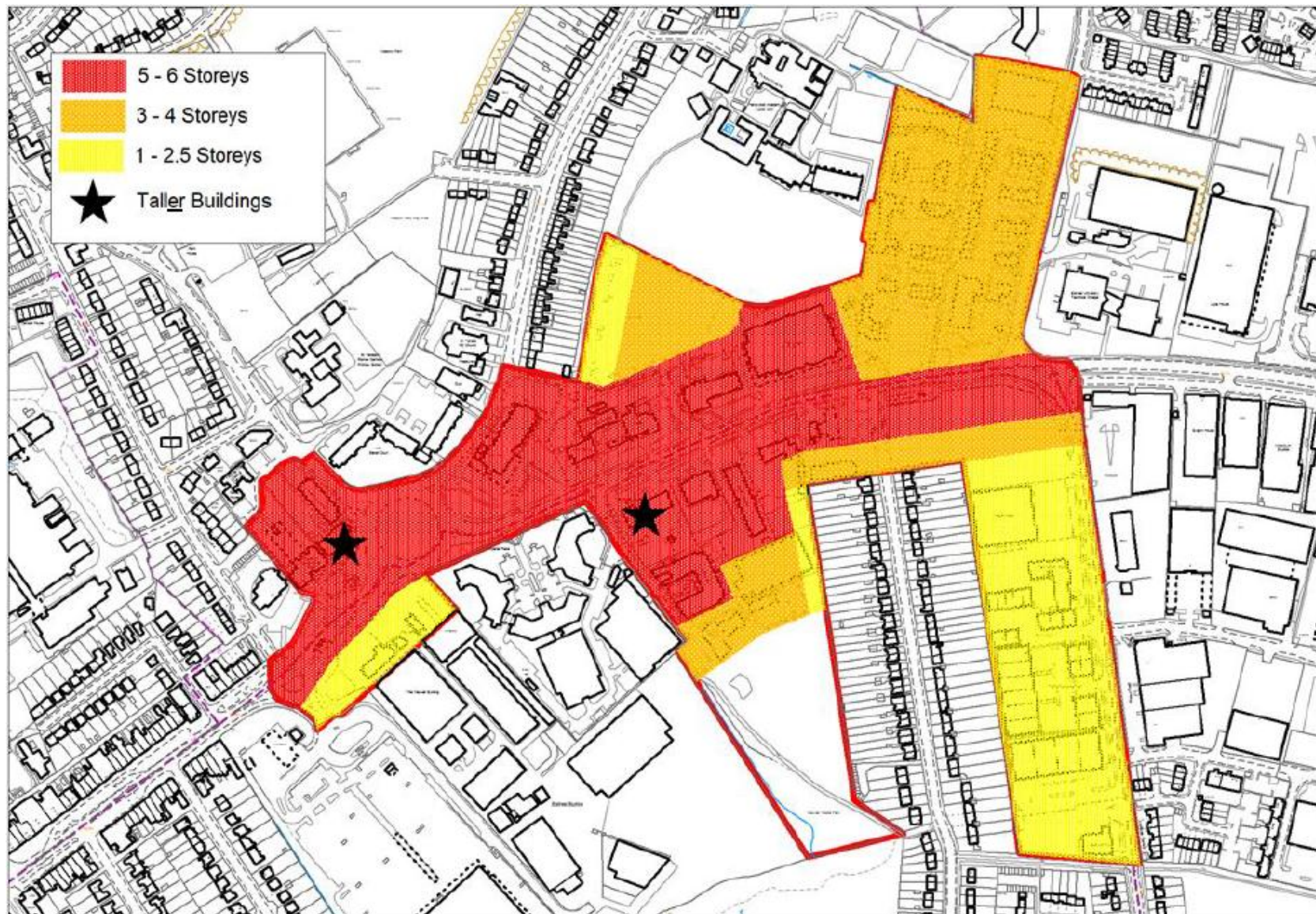
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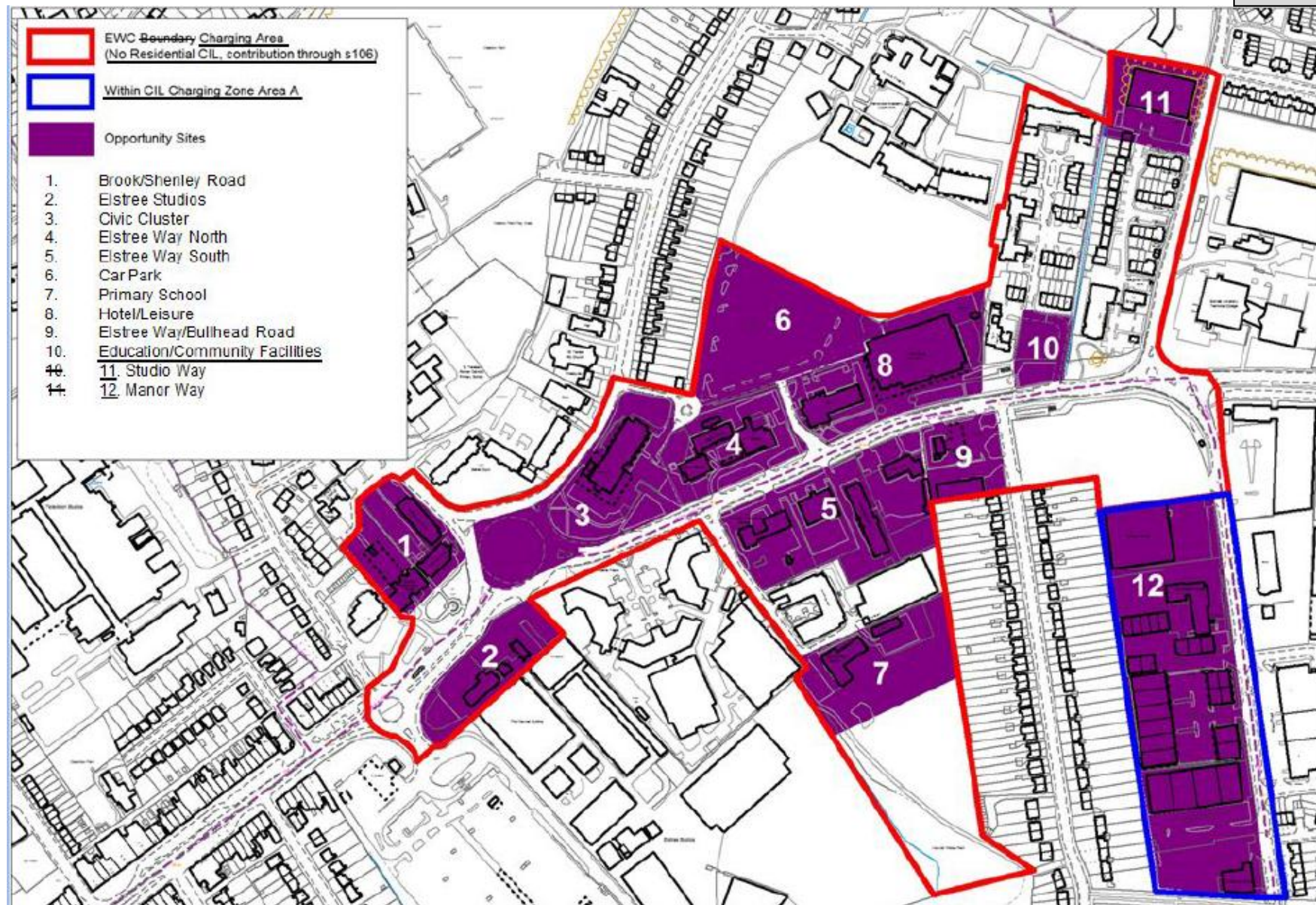
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MM45







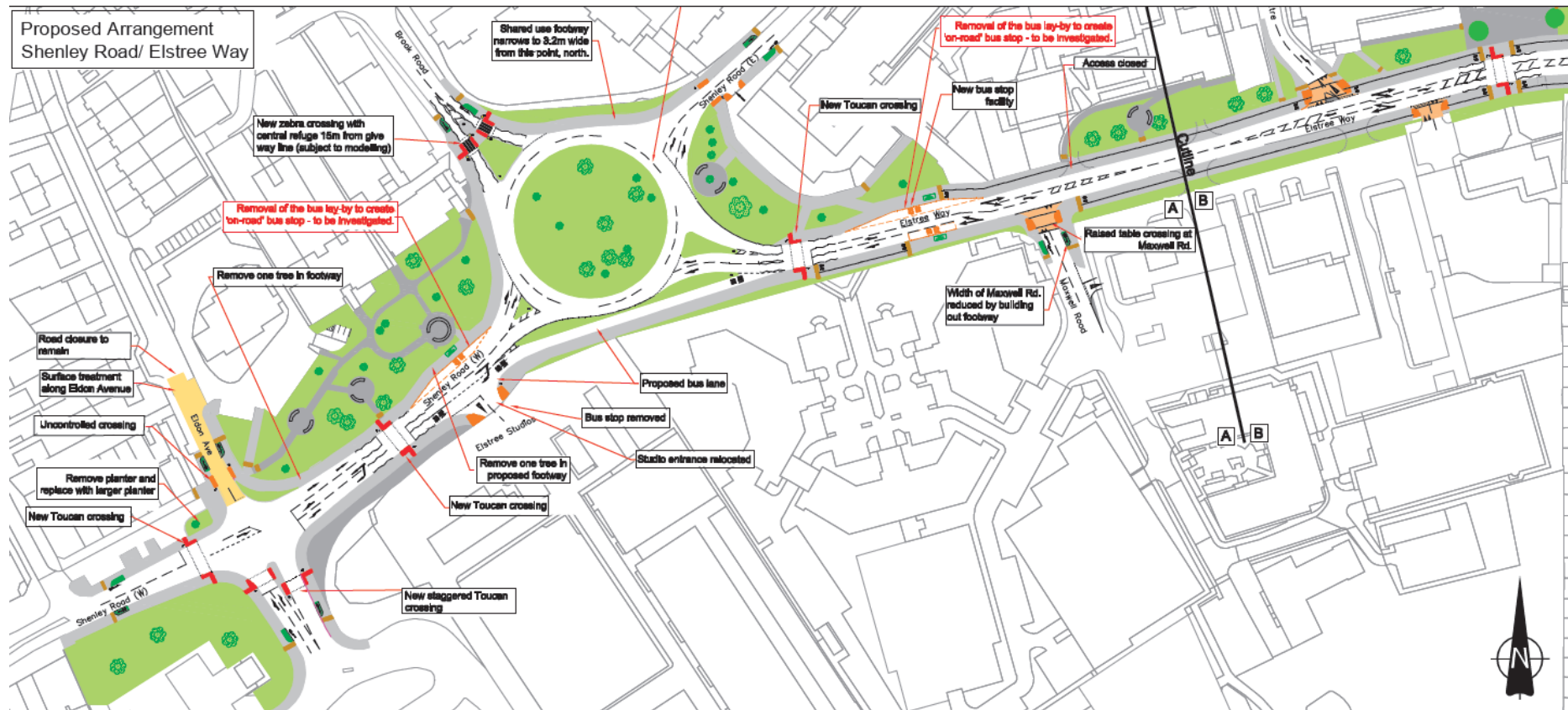


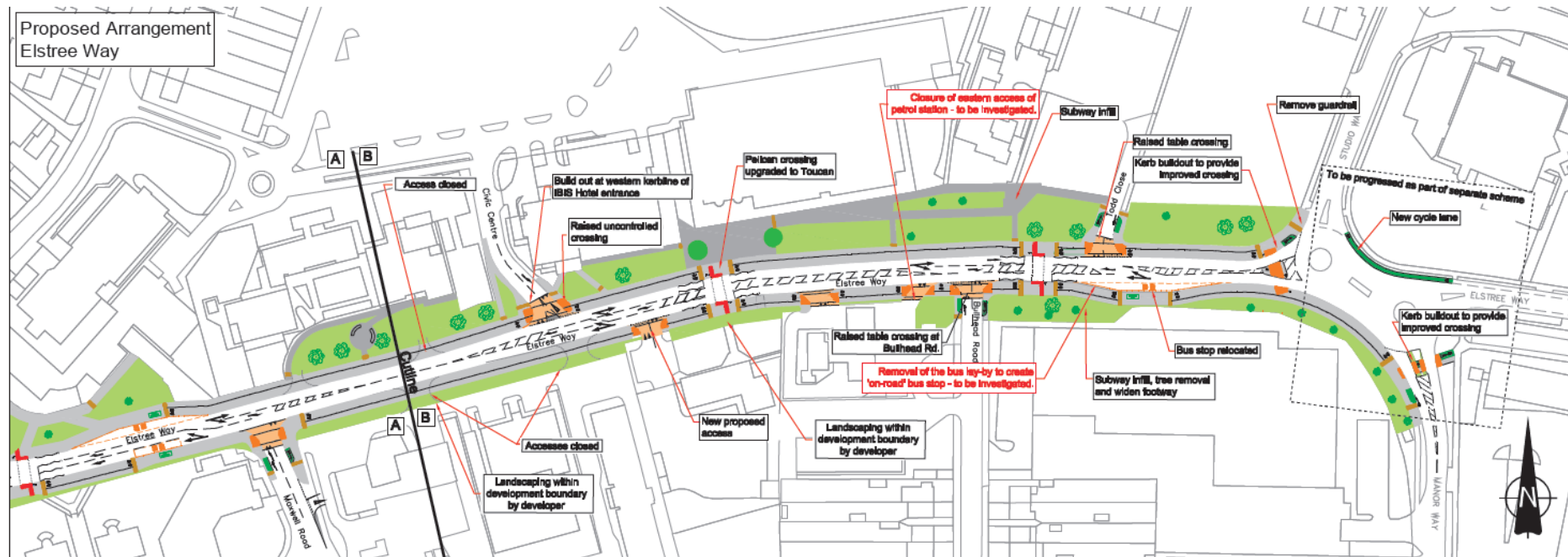
Appendix 3 – Policy Matrixes (General Development Principles)

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Appendix 4 – Proposed Highway Improvements

Further technical details and costs can be found in Section 9 of the 'Developer Contributions Framework' available on the Council's Website

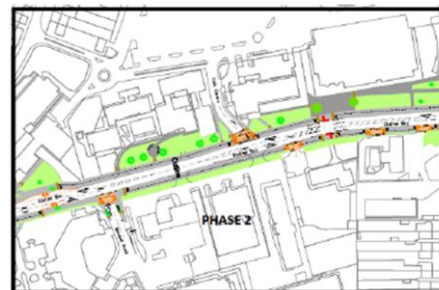




**Phase 1 – Shenley Road/ Eldon Avenue
(Tesco) Roundabout and Shenley Road/
Elstree Way roundabout.**



**Phase 2 – Elstree Way: Shenley Road
Roundabout to Bullhead Way.**



**Phase 3 – Elstree Way: Bullhead Road to
Studio Way**



Appendix B - Hertsmere Borough Council, Hertsmere Local Plan, Development Plan Document, Elstree Way Corridor, Area Action Plan, Sustainability Appraisal (Incorporating Strategic Environmental Assessment), Addendum, January 2014

HERTSMERE BOROUGH COUNCIL



**HERTSMERE LOCAL PLAN
Development Plan Document**

**ELSTREE WAY CORRIDOR
Area Action Plan**

**SUSTAINABILITY APPRAISAL
(Incorporating Strategic Environmental
Assessment)**

Addendum

January 2014

Quality Control

HERTSMERE LOCAL PLAN- Development Plan Document

ELSTREE WAY CORRIDOR- Area Action Plan

SUSTAINABILITY APPRAISAL (Incorporating Strategic Environmental Assessment)

Addendum

Checked by Project Manager:	Approved by:
Signature:	Signature:
Name: Ian Douglass	Name: Ian Douglass
Title: Associate Director	Title: Associate Director
Date: January 2014	Date: January 2014

The Landscape Partnership is registered with the Landscape Institute, the Royal Town Planning Institute, and is a member of the Institute of Environmental Management and Assessment

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Non-technical summary

The Elstree Way Area Action Plan

Hertsmere Borough Council (HBC) is in the process of preparing the Elstree Way Corridor (EWC) Area Action Plan (AAP). The AAP will be a spatial strategy for the coordinated development of the EWC and will form part of HBC's Local Plan. Public consultation on the draft EWC AAP took place in 2013. A Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment (SEA)) of the draft AAP was also undertaken and formed part of that consultation. As a result of the consultation, the AAP has been amended and some of the policies and proposals in the plan changed. The amended AAP is now required to be subject to SA in accordance with government guidance. This SA Addendum now predicts and assesses the social, economic and environmental effects of the amended AAP.

Whilst this SA Addendum considers the amended AAP in its entirety, it should be read alongside the original SA consulted on in 2013 given that the earlier document presents relevant contextual and assessment information which is not necessary to repeat here. For completeness, and to ensure that all the relevant environmental information relating to the AAP can be found in a composite document, the original SA is included at **Appendix A** of this document.

The Hertsmere Core Strategy

The AAP will help to provide confidence and certainty to the local community, public bodies and developers about the future of the area. Proposals and policies will be framed to respond to the needs of existing and future communities and plan for housing growth to 2027. The AAP will be consistent with Policy CS23 of the Core Strategy (formerly Policy CS22). Policy CS23 of the Core Strategy recognises the Elstree Way corridor and its importance and states:

Within the Elstree Way Corridor the continued development and refurbishment of Employment, Civic and Community uses will be actively encouraged. Residential development on appropriate sites will be accepted, in accordance the Elstree Way SPG and any subsequent guidance or agreed masterplan.

Any development should have regard to guidance set out in the Elstree Way Corridor Area Action Plan DPD and be brought forward in a coordinated manner. Such development will be required to support the funding of essential enabling infrastructure through S106 or Community Infrastructure Levy charges. Proposals likely to result in a piecemeal or fragmented redevelopment of the corridor will be refused, and should also be in compliance with other policies in the Core Strategy, with particular reference to the requirements of policies CS22, CS24 and CS26. Development should also provide active frontages to Elstree Way where possible to promote the identity of the corridor as a civic and commercial gateway to the Borough, should build on the accessibility location of the corridor and should ensure an appropriate demarcation of residential and non-residential uses within this part of the town.

What is sustainability appraisal (SA) and Strategic Environmental Assessment (SEA) ?

SA is mandatory under Section 39(2) of the Planning and Compulsory Purchase Act 2004. It is used to ensure that an emerging plan helps to implement the principles of sustainable development through the integration of social, environmental and economic issues. An environmental assessment is also required under European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment' (the Strategic Environmental Assessment Directive). This environmental assessment is known as Strategic Environmental Assessment. In the UK the requirements of the SEA Directive are met by carrying out a Sustainability Appraisal. The SA Report must show that the SEA Directive's requirements have been met and this is achieved through sign-posting the places in the SA Report where the information required by the directive is provided.

The Need for Habitats Regulations Assessment (HRA)

Under Regulation 48(1) of the Conservation (Natural Habitats, &C) (Amendment) (England and Wales) Regulations 2006 an Appropriate Assessment (or 'HRA') may also need to be undertaken in respect of development plans. The need for HRA in Hertsmere Borough was undertaken during the preparation of the Core Strategy. This exercise concluded that as there are no relevant sensitive sites in Hertsmere or within reasonable proximity to the Borough which could trigger an HRA, there was no requirement to undertake such an assessment of the Core Strategy. As such, and on the basis that these circumstances have not changed and the EWC area and surrounding environs do not accommodate any sensitive sites, HRA for the AAP is not considered necessary.

The proposed changes to the AAP and its policies

A number of changes have been made to the AAP by HBC. The proposed Objectives of the AAP have not changed and as can be seen in Section 5 of the December SA, were found to be compatible with Sustainability Objectives. Specific changes to the AAP can be described as:

Inclusion of a reserved site for use as a primary school to support the planned level of growth in the area. The site for this would be where the Maxwell Park Community Centre and the Girl Guide Hut is currently situated (See **Figure 1** AAP Policies Map over-page). The site is a reserved site should Hertfordshire County Council be unable to find a suitable alternative. Should the Maxwell Park / Community Centre / Winn Everett Guide HQ area come forward for a Primary School, any detailed proposal will need to address potentially displaced community activities.

Allocation of land for a health facility to support the planned level of growth in the area. Three potential locations for a new health facility have been identified within the Corridor. The Council's preference is for the land at the front of the former Oaklands College site is to be developed for such purposes. This has been identified as an allocation on the Policies Map. The second site option is a reserve site at the former library, health clinic, and nursery which is being considered for a relocated ambulance station, but could potentially accommodate a new health facility. Thirdly, a further reserve site has been identified to the north east of the Civic Offices and is in the ownership of the Council. This would only be considered if a need for a healthcare facility was demonstrated and either of the first two sites referred to above did not come forward.

Retention of the Shenley Road and Tesco roundabouts. The draft January 2013 AAP included the removal of the roundabouts as an aspiration and the provision of associated pedestrian and cycle links to the Town Centre including improved measures to facilitate movement across Elstree Way. As a consequence of the loss of the roundabouts, further opportunities for public open space / public realm improvements would have arisen. Further traffic modelling / assessment has demonstrated that this could lead to congestion as a consequence of the development growth proposed by the AAP and in particular, that associated with westbound journeys on Elstree Way at certain hours of the day. In addition, it may also result in the re-routing of traffic onto alternative routes. The AAP now proposes a more modest highway scheme by retaining the two roundabouts, which will ensure sufficient capacity in the highway network and which focuses principally on providing more limited pedestrian crossing and cycle improvements between the Corridor and the town centre. The opportunity for the public realm improvements associated with land created by the loss of the roundabouts would not arise under this new scheme.

Enhanced community facilities. Should the proposed primary school site be needed it will be required to be designed to accommodate / provide other community uses.

Policy provision for a new **public open / civic space**.

Extension of the EWC area to include part of Manor Way. Currently the sites in this area are predominantly offices and warehouses, and are within the 'Elstree Way Corridor Employment Area' as defined within the Local Plan and adopted Core Strategy. The NPPF provides increased opportunities for employment land to be redeveloped for alternative uses and it is considered that this location is suitable for low density residential development.

An increased number of residential dwellings / density As a consequence of extending the EWC boundary to encompass part of Manor Way, and the potential for increased residential densities through modification to Policy EWC3, a greater number of dwellings could be delivered which has the potential to give rise to impacts on social and physical infrastructure. It is considered that the EWC has the potential capacity to accommodate an upper limit of 1,200 dwellings (although this is not identified as a policy objective, rather a minimum requirement of 800 has been identified in Policy EWC3).

Parking Standards. The AAP has been modified to reduce the levels of car parking that will be allowed for residential development.

Developer Contributions. Infrastructure associated with the EWC will be met through Section 106 Contributions rather than the Community Infrastructure Levy (CIL). The relevant policy has been amended to accommodate this.

As a consequence of the above, HBC has deleted and amended some of the policies in the AAP. The table below sets out those changes and identifies the policies that it is considered require re-assessment in this SA.

Original AAP Policy	Change to Policy ?	Re-assess ?
Strategic Vision	Yes – modification to text to reference Borehamwood as a sustainable location for business.	Yes – the changes to the AAP described above could have some impact on the performance of this in sustainability terms.
EWC1: Development Strategy	Yes. Only change is to reference the Policies Map.	No – the policy proposes a series of general principles that should be accommodated in all development within the EWC.
EWC2: Comprehensive Development.	Yes. The policy now includes reference to areas adjoining the EWC area.	No – the policy proposes a series of general principles that should be applied when considering new development within the EWC.
EWC3: Housing Density and Distribution	Yes – Policies EWC3 and 4 have been merged. In addition the new policy could deliver slightly increased development densities.	Yes – given that there is the potential for an increased number of residential dwellings to be provided across the EWC area (with a potential upper limit of 1,200 dwellings) which could have positive and / or negative sustainability implications.
EWC4: Housing Mix	Deleted.	No - the policy has been incorporated into EWC3 and therefore it is not considered necessary to assess the implications of the deletion of the policy.
EWC5: Supporting Community Facilities	Yes – (Now becomes Policy EWC4). Refers to primary school, enhanced community facilities, new open / civic space and a new health facility.	Yes – potential for positive benefits to arise.
EWC6: Transport and Accessibility	(Now becomes Policy EWC5). No change to Policy wording. However, the Movement Framework and proposed highway works that relate to the policy have changed.	Yes – given the changes to the Movement Framework as described above, that have arisen as a consequence of additional traffic assessments undertaken by HBC since the January 2013 draft AAP.
EWC7: Public Realm and Townscape	(Now becomes Policy EWC6). No change to policy wording.	No – whilst new Policy EWC 4 provides for a new civic space to be pursued, the policy proposes a series of general principles that should be accommodated in all development within the EWC.
EWC8: Building Heights	Yes. (Now becomes Policy EWC7). Minor textual changes and now refers to Manor Way which is included within the EWC boundary.	Yes – should be reconsidered given the extended boundary of the EWC along Manor Way, although it is unlikely to have any impact on the previous assessment.
EWC9: Parking Requirements	Yes. (Now becomes Policy EWC8). Changes to parking standards (reduced levels of parking provision for residential development).	Yes – should be reconsidered given that it could give rise to lower levels of car use than under the previous version of the policy and greater need for access to sustainable forms of transport.
EWC10: Developer Contributions	Yes (Now becomes Policy EWC9). Infrastructure associated with the EWC will be met through s106 rather than CIL.	Yes – to take into account removal of reference to CIL. In addition, the objective of seeking to deliver new educational and health facilities could have some impact on the previous assessment of this policy.

Whilst the SA Addendum will re-assess in detail those policy changes identified above, it will consider these in the context of the how they affect the sustainability of the AAP in its entirety.

Summary comments on the amended AAP Vision and Policies

The amended **Strategic Vision** responds to most of the issues raised by the SA Objectives and seeks to promote a sustainable future for the area. Generally, the EWC AAP area can be considered to be within a sustainable location where the growth envisaged by emerging policies, in the main, will take place on previously developed land.

The delivery of a primary school within the AAP area would bring about a significant positive effect. However, given that land has only been 'reserved' for this purpose and the preference is, in the first instance, to site the school outside of the AAP area, this has been reduced in the assessment to a 'moderately' positive effect.

The identification of allocated land within the AAP for a healthcare facility has the potential to bring about positive significant effects.

Increased levels of residential development will further contribute to previously identified significant positive effects relating to the delivery of affordable housing.

Whilst it is not a scenario that the AAP seeks to promote through policy, the provision of an upper limit of 1,200 dwellings in the EWC would be adequately served by social and community facilities. Detailed traffic modelling and assessment establishes that this would not give rise to adverse impacts on the highway network. Access to more sustainable forms of transport are proposed in the AAP (and Policy EWC4).

Whilst there will be an overall loss of employment land within the EWC area, now including the potential for the further loss of employment land within the newly extended EWC boundary along Manor Way, this is not identified as a significant adverse effect. Further, it should be reiterated that the EWC is situated directly adjacent to existing employment allocations to the east and the town centre to the west (where services and potential employment opportunities exist) and the AAP should be viewed in this wider context.

At least 800 dwellings are sought across the area by **Policy EWC3 (Housing Density and Distribution)**. This will generate a potentially significant positive effect in regard to improving the quality and affordability of housing in the area and the Borough. Whilst this will likely lead to increased demand for access to the private car, assessment shows that the highway network can accommodate such traffic growth. The positive measures proposed in regard to access to more sustainable forms of transport and restrictions on the number of car parking spaces allowed per dwelling will help to provide a platform for increased usage of pedestrian / cycle / public transport links.

New **Policy EWC4 (Supporting Community Facilities)** has the potential to deliver significant sustainability benefits through the retention / improvement / provision of essential community services, improved levels of public transport and green infrastructure. The aspiration to provide education and healthcare facilities within the AAP area are predicted to give rise to significant positive benefits.

As sought under **Policy EWC5 (Transport and Accessibility)**, enhanced levels of connectivity (from both within and outside of the AAP) and the provision of sustainable transport links, will help to support the viability and vitality of Borehamwood town centre. Improvements to the pedestrian environment and enhanced levels of sustainable forms of transport have the potential to generate positive effects. The highway network has been assessed as being able to accommodate increased levels of traffic associated with the proposed growth in the AAP area. Increases in emissions have the potential to adversely impact local air quality although no significant adverse environmental effect is predicted.

A range of building heights are provided for under **Policy EWC7 (General Building Heights)**. The amendments to the policy do not alter the previous assessment of it as set out in the December 2012 SA where largely positive effects arise.

Amended **Policy EWC8 (Parking Requirements)** sees reduced levels of car parking allowed for in residential development compared to the previous policy. Whilst this could give rise to lower levels of car use than under the previous version of the policy and greater need for access to sustainable forms of transport, it is judged that the impact of the change would not be significant in SA / SEA terms.

The assessment of the modified **Policy EWC9 (Developer Contributions)** relating to developer contributions has not altered from the December 2012 SA in overall terms, but provision of land for a school within the AAP means that this policy could make a direct contribution to the delivery / support for essential community / education infrastructure.

Sustainability of the amended AAP Policies

The amended draft AAP policies have been assessed and taking account of the judgements and assumptions that are inherent in such assessments, have been found to be sustainable.

Taking the plan as a whole, significant positive sustainability benefits would continue to arise through implementation of the AAP Policies in relation to:

- The provision and access to essential services and facilities including healthcare and education.
- Increasing further housing supply, choice and affordability in the locality and the Borough.
- Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.

Whilst there is the potential for adverse impacts in relation to car trip generation, surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are the likely consequences of any major redevelopment and as such, can be addressed through appropriate mitigation measures. No significant negative environmental or sustainability impacts have been identified.

Whilst the AAP policies essentially advocate residential led growth (which the amended AAP supports further), some economic benefits will arise through the retention of existing employers, links with adjacent employment areas and the potential creation of some new employment. The EWC is situated directly adjacent to existing employment allocations to the east and the town centre to the west (where services and potential employment opportunities exist) and the AAP should be viewed in this wider context.

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Appendix A - Hertsmere Borough Council, Elstree Way Corridor Area Action Plan, Sustainability Appraisal (Incorporating Sea) - December 2012

Appendix B – Elstree Way Area Action Plan Policies for Submission to the Secretary of State

1 Consulting on this Sustainability Appraisal (Addendum)

1.1 Introduction

- 1.1.1 Hertsmere Borough Council (HBC) is in the process of preparing the Elstree Way Corridor (EWC) Area Action Plan (AAP). The AAP will be a spatial strategy for the coordinated development of the EWC and will form part of HBC's Local Plan. Public consultation on the draft January 2013 EWC AAP took place between 7th January 2013 and 18th February 2013. A Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment (SEA)) of the draft AAP was also undertaken (dated December 2012) and formed part of that consultation.
- 1.1.2 As a result of the consultation, the AAP has been amended and some of the policies and proposals in the plan changed. The amended AAP is now required to be subject to SA in accordance with government guidance. This SA Addendum now predicts and assesses the social, economic and environmental effects of the amended AAP.
- 1.1.3 Whilst this SA Addendum considers the amended AAP in its entirety, it should be read alongside the original SA consulted on in January and February 2013 given that the earlier document presents relevant contextual and assessment information which is not necessary to repeat here. For completeness, and to ensure that all the relevant environmental information relating to the AAP can be found in a composite document, the December 2012 SA is included at **Appendix A** of this document.
- 1.1.4 HBC are now consulting on the amended AAP and SA Addendum prior to submitting them for public Examination by a Planning Inspector.

1.2 Responding to this consultation

- 1.2.1 Both this document and the amended AAP are available on HBC's website at:
<http://www.hertsmere.gov.uk/planning>
- 1.2.2 Representations on the documents can be made in the following ways:
By email to elstreewaycorridor@hertsmere.gov.uk
By writing to HBC at Policy and Transport team, Planning and Building Control Unit, Hertsmere Borough Council, Elstree Way, Borehamwood, Herts, WD6 1WA.
By completing a consultation response form. You can request a form by contacting HBC on 020 8207 2277. All forms should be returned to Policy and Transport Team at the above address.
Fax HBC on 020 8207 7444 - marked for the attention of the Policy and Transport team.
- 1.2.3 If you have any questions or would like clarification on any aspect of the SA report, please contact the HBC Policy and Transport team at:
elstreewaycorridor@hertsmere.gov.uk
Tel: 020 8207 2277
- 1.2.4 The consultation period will run from Monday 17th February 2014 to Monday 31st March 2014. If necessary, amendments will be made to the AAP and SA Report prior to submission for Examination.

2 Background

2.1 The Elstree Way Corridor AAP and the Hertsmere Core Strategy 2013

- 2.1.1 The overall purpose of the AAP is to establish the basis for shaping the redevelopment of the EWC and to ensure that wider public realm and highways improvements come forward. Proposals are framed to respond to the needs of existing and future communities and plan for housing growth to 2027.
- 2.1.2 The AAP will be a Local Plan 'Development Plan Document' when formally adopted, which is consistent and conforms with the Hertsmere Local Plan Core Strategy (over-arching Borough wide spatial strategy) adopted in January 2013.
- 2.1.3 Policy CS23 of the Core Strategy recognises the Elstree Way corridor and its importance and states:

Policy CS23 Elstree Way Corridor

Within the Elstree Way Corridor the continued development and refurbishment of Employment, Civic and Community uses will be actively encouraged. Residential development on appropriate sites will be accepted, in accordance the Elstree Way SPG and any subsequent guidance or agreed masterplan.

Any development should have regard to guidance set out in the Elstree Way Corridor Area Action Plan DPD and be brought forward in a coordinated manner. Such development will be required to support the funding of essential enabling infrastructure through S106 or Community Infrastructure Levy charges. Proposals likely to result in a piecemeal or fragmented redevelopment of the corridor will be refused, and should also be in compliance with other policies in the Core Strategy, with particular reference to the requirements of policies CS22, CS24 and CS26. Development should also provide active frontages to Elstree Way where possible to promote the identity of the corridor as a civic and commercial gateway to the Borough, should build on the accessibility location of the corridor and should ensure an appropriate demarcation of residential and non-residential uses within this part of the town.

2.2 What is SA / SEA

- 2.2.1 Undertaking SA is a mandatory requirement under Section 39(2) of the Planning and Compulsory Purchase Act 2004. It is used to ensure that an emerging local plan helps to implement the principles of sustainable development and provides an opportunity to improve the plan or policy or to ensure that it is more effective in meeting the aims of sustainable development. The completion of an appropriate SA such that it informs the policies or the plan, is one of the tests of whether an Inspector will find the development plan to be 'sound' when it is considered at Examination.
- 2.2.2 An SEA is also required for a development plan under European Directive 2001/42/EC on the 'assessment of the effects of certain plans and programmes on the environment' (the 'SEA Directive'). In the UK, the requirements of the SEA Directive are met by carrying out SA.

2.3 The Need for Habitats Regulations Assessment (HRA)

- 2.3.1 Under Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive), local planning authorities are required to assess the effects of land-use plans against the conservation objectives of designated European Sites and to ascertain whether it would adversely affect the integrity of that site. This requirement has been transcribed into UK legislation through regulation 48 of The Conservation (Natural Habitats &c) Regulations 1994 (as amended) and other Regulations and Guidance issued by government. European sites include Special Areas of Conservation (SAC) and Special Protection Areas (SPA). These European designated sites are known collectively as Natura 2000 sites.
- 2.3.2 The need for HRA in Hertsmere Borough was undertaken during the preparation of the Core Strategy. This exercise concluded that as there are no Natura 2000 sites in Hertsmere or within

reasonable proximity to the Borough which could trigger an HRA, there was no requirement to undertake such an assessment of the Core Strategy. As such, and on the basis that these circumstances have not changed and the EWC area and surrounding environs do not accommodate any Natura 2000 sites, HRA for the AAP is not considered necessary.

2.4 The Elstree Way Corridor AAP and its sustainability credentials

- 2.4.1 The delivery of sustainable development underpins the UK planning system. The Government's National Planning Policy Framework - March 2012 (NPPF), requires planning policies, development plans and decisions on development proposals to be consistent with the principles of sustainable development. The delivery of sustainable development involves ensuring that a balance is made between what are often very different social, environmental and economic needs.
- 2.4.2 The 'Objectives' of the January 2013 EWC AAP were to:
- Provide improved and coordinated facilities for the delivery of a range of services to the public.
 - Improve the physical appearance of this important gateway into the town.
 - Link the commercial area of Borehamwood with the town centre.
 - Release land for a range of uses and help meet the Borough's future residential development land need.
 - Provide certainty and guidance to both landowners and developers.
 - Promote sustainable development.
- 2.4.3 The mix of development and potential uses promoted by the January 2013 AAP broadly consisted of:
- Residential development of at least 800 units.
 - Provision of a new police front desk at the Civic Centre.
 - Retention of the Civic Centre.
 - Retention of a fire station within the Elstree Way Corridor.
 - Relocation of the Library and Maxwell Community Centre.
 - Retention of Maxwell Park.
 - Provision of improved highway and sustainable transport infrastructure.
- 2.4.4 The AAP policies, as reported in the original December 2012 SA, were found to be in accordance with the principles of sustainable development. It was found that significant positive sustainability benefits could arise through implementation of the AAP Policies in relation to:
- The provision and access to essential services and facilities for all residents.
 - Increasing housing supply, choice and affordability in the locality and the Borough.
 - Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.
- 2.4.5 Whilst it was identified that there was the potential for adverse impacts to surface and ground waters and local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are all the likely consequences of any major redevelopment of previously developed land and as such, could be addressed through appropriate mitigation measures. No significant negative environmental or sustainability impacts were predicted, if the policies of the AAP were to be implemented.

- 2.4.6 Whilst it was found that the AAP policies advocated residential led growth, some economic benefits would arise through the retention of existing employers, links with adjacent employment areas and the potential creation of some new employment.

2.5 The proposed changes to the AAP and its policies

- 2.5.1 A number of changes have been made to the AAP by HBC which have been informed by the following:

- as a consequence of the adoption of the Core Strategy.
- the consultation exercise undertaken in early 2013.
- as a consequence of continued developer activity and interest within the EWC.
- as progress has been made in relation to the relocation of some public services.
- additional traffic and highway assessments undertaken by HBC.

- 2.5.2 The proposed Objectives of the AAP have not changed and as can be seen in Section 5 of the December SA, were found to be compatible with Sustainability Objectives. Specific changes to the AAP can be described as:

- **Inclusion of a reserved site for use as a primary school** to support the planned level of growth in the area. The site for this would be where the Maxwell Park Community Centre and the Girl Guide Hut is currently situated (See **Figure 1** AAP Policies Map over-page). The site is a reserved site should Hertfordshire County Council be unable to find a suitable alternative. Should the Maxwell Park / Community Centre / Winn Everett Guide HQ area come forward for a Primary School, any detailed proposal will need to address potentially displaced community activities.

- **Allocation of land for a health facility** to support the planned level of growth in the area. Three potential locations for a new health facility have been identified within the Corridor. The Council's preference is for the land at the front of the former Oaklands College site is to be developed for such purposes. This has been identified as an allocation on the Policies Map. The second site option is a reserve site at the former library, health clinic, and nursery which is being considered for a relocated ambulance station, but could potentially accommodate a new health facility. Thirdly, a further reserve site has been identified to the north east of the Civic Offices and is in the ownership of the Council. This would only be considered if a need for a healthcare facility was demonstrated and either of the first two sites referred to above did not come forward.

- **Retention of the Shenley Road and Tesco roundabouts.** The draft January 2013 AAP included the removal of the roundabouts as an aspiration and the provision of associated pedestrian and cycle links to the Town Centre including improved measures to facilitate movement across Elstree Way. As a consequence of the loss of the roundabouts, further opportunities for public open space / public realm improvements would have arisen. Further traffic modelling / assessment has demonstrated that this could lead to congestion as a consequence of the development growth proposed by the AAP and in particular, that associated with westbound journeys on Elstree Way at certain hours of the day. In addition, it may also result in the re-routing of traffic onto alternative routes. The AAP now proposes a more modest highway scheme by retaining the two roundabouts, which will ensure sufficient capacity in the highway network and which focuses principally on providing more limited pedestrian crossing and cycle improvements between the Corridor and the town centre. The opportunity for the public realm improvements associated with land created by the loss of the roundabouts would not arise under this new scheme..

- **Enhanced community facilities.** Should the proposed primary school site be needed it will be required to be designed to accommodate / provide other community uses.

- Policy provision for a new **public open / civic space.**

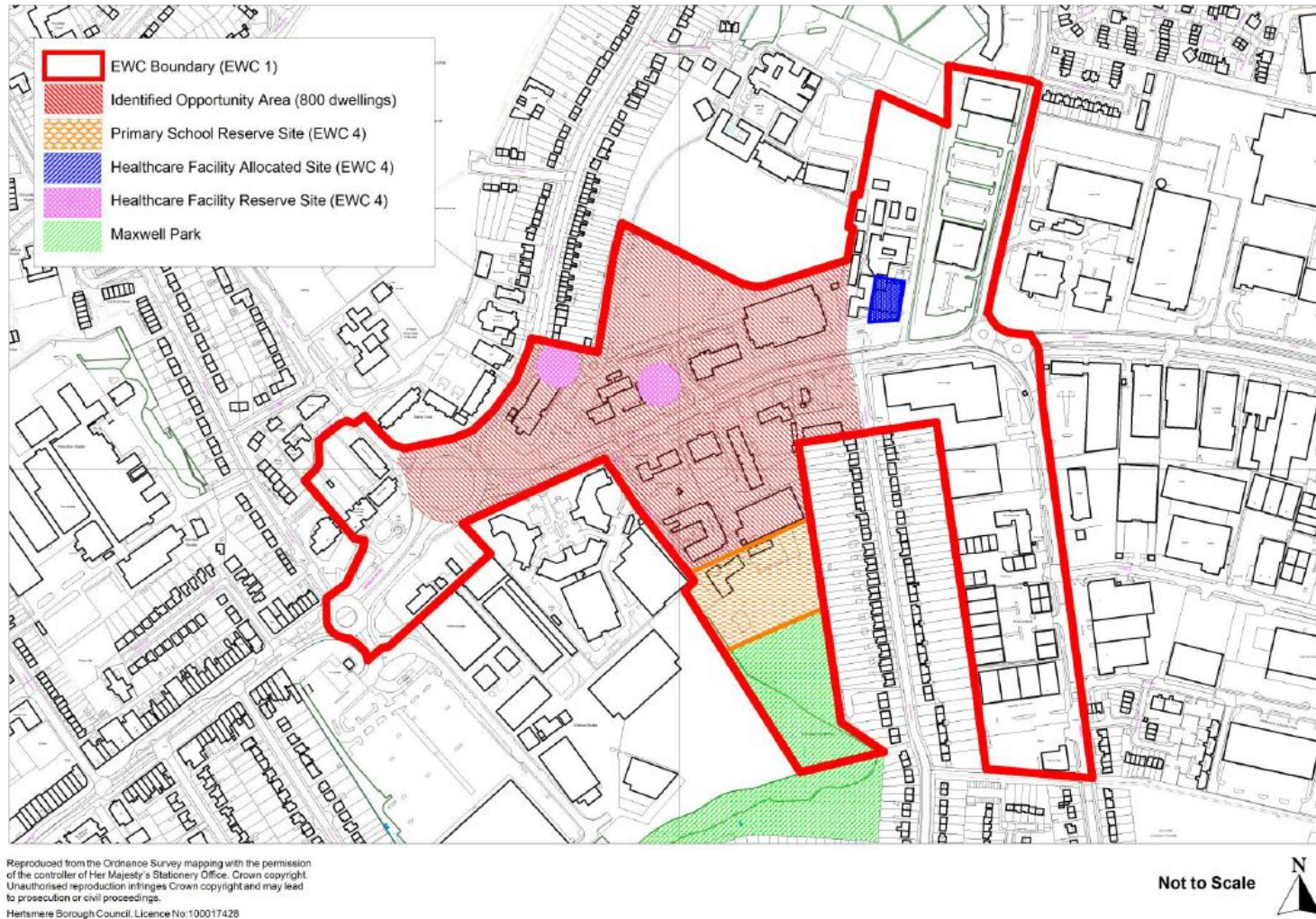
- **Extension of the EWC area to include part of Manor Way.** Currently the sites in this area are predominantly offices and warehouses, and are within the 'Elstree Way Corridor Employment Area' as defined within the Local Plan and adopted Core Strategy. The NPPF provides increased opportunities for employment land to be redeveloped for alternative uses and it is considered that this location is suitable for low density residential development.

- **An increased number of residential dwellings / density** As a consequence of extending the EWC boundary to encompass part of Manor Way, and the potential for increased residential densities through modification to Policy EWC3, a greater number of dwellings could be delivered which has the potential to give rise to impacts on social and physical infrastructure. It is considered that the EWC has the potential capacity to accommodate an upper limit of 1,200 dwellings (although this is not identified as a policy objective, rather a minimum requirement of 800 has been identified in Policy EWC3).

- **Parking Standards.** The AAP has been modified to reduce the levels of car parking that will be allowed for residential development.

- **Developer Contributions.** Infrastructure associated with the EWC will be met through Section 106 Contributions rather than the Community Infrastructure Levy (CIL). The relevant policy has been amended to accommodate this.

Figure 1: Policies Map



2.5.1 The changes described previously provide the potential for further educational, community and civic facilities to be delivered as a consequence of the AAP. In addition, there is the potential for a greater number of dwellings to be provided across the AAP area. Whilst a lower figure of 800 dwellings is sought, this is a minimum, and the SA/SEA must take into account the potential upper limit of 1,200 dwellings (assuming all sites come forward for redevelopment) that could be delivered in the AAP area, to ensure potential impacts are identified and assessed.

2.5.2 As a consequence of the above, HBC has deleted and amended some of the policies in the AAP. The table below sets out those changes and identifies the policies that it is considered require re-assessment in this SA.

Table 2.1: Amended AAP Policies Requiring Assessment

Original AAP Policy	Change to Policy ?	Re-assess ?
Strategic Vision	Yes – modification to text to reference Borehamwood as a sustainable location for business.	Yes – the changes to the AAP described above could have some impact on the performance of this in sustainability terms.
EW1: Development Strategy	Yes. Only change is to reference the Policies Map.	No – the policy proposes a series of general principles that should be accommodated in all development within the EWC.
EW2: Comprehensive Development.	Yes. The policy now includes reference to areas adjoining the EWC area.	No – the policy proposes a series of general principles that should be applied when considering new development within the EWC.
EW3: Housing Density and Distribution	Yes – Policies EW3 and 4 have been merged. In addition the new policy could deliver slightly increased development densities.	Yes – given that there is the potential for an increased number of residential dwellings to be provided across the EWC area (with a potential upper limit of 1,200 dwellings) which could have positive and / or negative sustainability implications.
EW4: Housing Mix	Deleted.	No - the policy has been incorporated into EW3 and therefore it is not considered necessary to assess the implications of the deletion of the policy.
EW5: Supporting Community Facilities	Yes – (Now becomes Policy EW4). Refers to primary school, enhanced community facilities, new open / civic space and a new health facility.	Yes – potential for positive benefits to arise.
EW6: Transport and Accessibility	(Now becomes Policy EW5). No change to Policy wording. However, the Movement Framework and proposed highway works that relate to the policy have changed.	Yes – given the changes to the Movement Framework as described above, that have arisen as a consequence of additional traffic assessments undertaken by HBC since the January 2013 draft AAP.
EW7: Public Realm and Townscape	(Now becomes Policy EW6). No change to policy wording.	No – whilst new Policy EW 4 provides for a new civic space to be pursued, the policy proposes a series of general principles that should be accommodated in all development within the EWC.
EW8: Building Heights	Yes. (Now becomes Policy EW7). Minor textual changes and now refers to Manor Way which is included within the EWC boundary.	Yes – should be reconsidered given the extended boundary of the EWC along Manor Way, although it is unlikely to have any impact on the previous assessment.
EW9: Parking Requirements	Yes. (Now becomes Policy EW8). Changes to parking standards (reduced levels of parking provision for residential development).	Yes – should be reconsidered given that it could give rise to lower levels of car use than under the previous version of the policy and greater need for access to sustainable forms of transport.
EW10: Developer Contributions	Yes (Now becomes Policy EW9). Infrastructure associated with the EWC will be met through s106 rather than CIL.	Yes – to take into account removal of reference to CIL. In addition, the objective of seeking to deliver new educational and health facilities could have some impact on the previous assessment of this policy.

- 2.5.3 Whilst the SA Addendum will re-assess in detail those policy changes identified above, it will consider these in the context of the how they affect the sustainability of the AAP in its entirety.

3 Assessment Methodology

3.1 Sustainability 'Objectives'

- 3.1.1 The Core Strategy SA identified 21 Sustainability Objectives for the Borough that all future Development Plan Documents must be appraised against. These were used in the assessment of the draft AAP Policies in the December 2012 SA. These Objectives will be applied to the assessment of the amended AAP policies.

3.2 SEA signposting

- 3.2.1 The SA Report must show that the SEA Directive's requirements have been met and this is achieved through sign-posting the places in the SA Report where the information required by the Directive is provided. This is provided in the Table below and references the original December 2012 SA and this SA Addendum (SAA).

Table 3.1: The Schedule of SEA Requirements

Requirements of the Directive	Where Covered in Report
<p>Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated.</p> <p>The information to be given is:</p>	
a) An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Original SA - Chapters 3 and 5 SA Addendum – Chapters 2 and 3
b) The relevant aspects of the current state of the environment and the likely evolution without implementation of the plan or programme	Original SA - Chapters 3 and 8 SAA – Chapters 3 and 5
c) The environmental characteristics of areas likely to be significantly affected	Original SA - Chapter 3
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directive 79/409/EEC and 92/43/EEC	Original SA - Chapter 3
e) The environmental protection objectives established at international, community or national level which are relevant to the programme and the way those objectives and any environmental considerations have been taken into account during its preparation	Original SA - Chapter 3
f) The likely significant effects on the environment, including: short, medium and long term; permanent and temporary; positive and negative; secondary, cumulative and synergistic effects on issues such as: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Original SA - Chapter 6 SAA – Chapter 4
g) The measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse effects on the environment of implementing the plan or programme.	Original SA - Chapter 6 SAA - Chapter 4
h) An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Original SA - Chapter 4 SAA - Chapter 3
i) A description of measures envisaged concerning monitoring (in accordance with regulation 17)	Original SA - Chapter 7 SAA Chapter 5
j) A non-technical summary of the information provided under the above headings	Provided at the front of this document.
Consultation with:	

Requirements of the Directive	Where Covered in Report
Authorities with environmental responsibility when deciding on the scope and level of detail of the information to be included in the environment report	Consultation on the EWC AAP and the SA carried out in Jan – Feb 2013. Further consultation to be carried out in Feb – March 2014.
Authorities with environmental responsibility and the public to be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and accompanying environmental report before its adoption	Consultation on the EWC AAP and the SA carried out in Jan – Feb 2013. Further consultation to be carried out in Feb – March 2014.
Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country	N/A
Taking the environmental report and the results of the consultations into account in decision making	To be addressed at a later date
Provision of information on the decision: When the plan or programme is adopted the public and any countries consulted must be informed and the following made available: The plan or programme as adopted A statement summarising how environmental considerations have been integrated into the plan or programme in accordance with the requirements of the legislation The measures decided concerning monitoring	To be addressed at a later date
Monitoring of the environmental effects of the plan or programmes implementation must be undertaken	To be addressed at a later date

3.3 Update on relevant plans, policies and programmes

3.3.1 A review of the main plans, policies and programmes that are applicable to the Elstree Way Corridor AAP are provided in the previous SA. In the intervening period the following have emerged:

- The Hertsmere Core Strategy has been adopted.
- The East of England Plan (RSS for the East of England) has now been revoked.
- An updated Traffic and Transport Study (AECOM) has been produced.

3.4 EWC: Baseline conditions and 'Sustainability Issues'

3.4.1 The baseline conditions of the EWC area as set out in the December 2012 SA remain relevant as do the 'Sustainability Issues' for the AAP as previously identified, namely:

1. Ensuring an appropriate mix of housing including affordable housing, particularly for young families.
2. Achieving a better balanced sustainable community. There is an oversupply of office accommodation and consideration needs to be given to a balance of residential and other employment generating uses.
3. Combating poverty through the provision of affordable housing, sustainable forms of transport and employment opportunities.
4. Seeking a more efficient use of brownfield land (public sector rationalisation, higher density residential).
5. Improving the public realm / townscape. There exists little sense of place, a dominance of vehicular infrastructure, and no landmark buildings of architectural merit.
6. Increasing access to community infrastructure including green infrastructure.

7. There are high levels of car usage.
8. Improve sustainable transport links, connectivity to the town centre and a need for more bus stops, and cycle parking.

3.5 Alternatives

- 3.5.1 The SEA Directive requires alternatives to the development plan to be considered. The principle of focusing development in the EWC has been tested through the Core Strategy which is now adopted and which was itself subject to SA and the consideration of alternatives.
- 3.5.2 Alternative ways of bringing development forward within the EWC were considered in the December SA (Section 4) and as such, that assessment is considered to be robust. The amendments to the AAP as described above, do not necessitate revisiting this previous assessment.

3.6 Approach to assessment of the amended AAP

- 3.6.1 Existing SA guidance recognises that the most familiar form of SA prediction and evaluation is generally broad-brush and qualitative. It is recognised that quantitative predictions are not always practicable and qualitative predictions can be equally valid and appropriate. Examples of the prediction and evaluation techniques for assessing significance of effects are expert judgement, dialogue with stakeholders and public participation, geographical information systems, reference to legislation and regulations and environmental capacity.
- 3.6.2 The results of the detailed assessment of the potential effects predicted to arise as a result of the implementation of the amended AAP policies are set out in the assessment tables in the next Section of this report, followed by a brief commentary on the effects, highlighting any of significance. The assessment of effects is denoted using the following system of symbols:
- | | |
|-----|---|
| +++ | Strongly positive |
| ++ | Moderately positive |
| + | Slightly positive |
| 0 | No effect |
| - | Slightly negative |
| -- | Moderately negative |
| --- | Strongly negative |
| +/- | Combination of positive and negative effects / neutral effect |
- 3.6.3 For the purposes of analysing the results of the assessment, significant effects are those which result in 'strongly positive' or 'strongly negative' effects.
- 3.6.4 In some cases a '0 No effect' may be attributed in the assessment because the SA Objective is not relevant to the particular policy. In these circumstances no commentary is necessary.

4 Assessment of the Significant Effects of the Amended AAP Strategic Vision and Policies

4.1 Introduction

- 4.1.1 The Strategic Vision and the AAP policies are assessed in the tables below (a full list of the AAP policies for submission to the Secretary of State are provided in **Appendix B** to this document).

AAP Strategic Vision

The redevelopment of the Elstree Way Corridor will provide at least 800 residential units and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenures, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	++	Land has been 'reserved' within the AAP for a primary school. The positive sustainability benefits of this should be recognised in this assessment. It should, however, be noted that the preference is for HBC to work with the LEA to bring forward a primary school elsewhere and the reserved site is a fall back option. There is the potential for the provision of some 1,500 sq. m of educational provision in the AAP. This could link to other educational uses envisaged for areas adjacent to the EWC such as the proposed University Technical College at Adecco House off Elstree Way / Studio Way. There is also the potential for training opportunities to arise associated with the civic / community / employment uses within the AAP area.
2. To ensure ready access to essential services and facilities for all residents	+++	Delivery of the Vision will give rise to improved and potentially co-located essential community services (including a healthcare facility) and improved levels of public transport. Greater connectivity to the town centre will give residents access to a range of other facilities and services.
3. To improve the quality and affordability of housing	+++	The redevelopment of existing sites for residential development is already under way and is contributing to the quality and affordability of housing. There remains on-going developer interest in the EWC. Delivery of a minimum of 800 residential units as described in the Vision (and potentially more dwellings) would continue this positive contribution.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	Slightly positive effect through i) Greater connectivity via improved public transport options giving residents better access the town centre. ii) Aspirations to deliver north-south links to the communities of Cowley Hill and Hillside could help to improve social inclusion iii) Provision of more affordable housing iv) Increased accessibility to community facilities.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	++	Whilst no specific crime reduction measures have been incorporated at this stage, appropriate design and orientation of buildings and open spaces will ensure they are vibrant and where possible have natural surveillance. The AAP sets out design requirements to increase safety and security but does not contain a specific policy associated with crime reduction.
6. To improve population's health and reduce inequalities both geographically and demographically	+	There is the potential to experience improvements through improved housing stock and greater access to community facilities (including new healthcare facilities).
7. To make the most efficient use of previously developed land (PDL) and existing buildings before Greenfield sites	+++	The AAP seeks the redevelopment of PDL to provide for sustainable mixed communities and in a sustainable location.
8. To reduce contamination and safeguard soil quality and quantity	+/-	Construction activities may have the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and through the Development Management process and application of Policy CS15 of the Core Strategy, development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	+	There are no major landmarks or focal points in the AAP area but there are a number of local features such as the war memorial and Elstree Film studios. These features will be protected and potentially enhanced. Generally the AAP will seek improvements to the existing townscape.
10. To maintain and enhance the quality of countryside and landscape	0	The Elstree Way corridor is in a developed location and thus there are no obvious effects.
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+/-	Increased residential development within the AAP area may create increased demand for car ownership. Notwithstanding, the provision of the proposed highway works including north-south pedestrian and cycleway links and enhancements east-west along Elstree Way, will help to improve options for non-vehicular travel within the EWC. Improved bus services will further improve access to sustainable modes of transport.
12. To protect and enhance wildlife and habitats	0	There are no international, national or local wildlife designations within the AAP area. Maxwell Park (in and to the south of

AAP Strategic Vision

The redevelopment of the Elstree Way Corridor will provide at least 800 residential units and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenures, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.

SA objective	Impact	Commentary
which are important on an international, national and local scale		the AAP) and the grounds of Holmshill School, Meadow Park and the grounds of St Theresa's School (to the north of the AAP) are designated as Urban Open Land Areas in the Hertsmere Local Plan and could support wildlife interest. The proposals would retain and potentially enhance these sites. Additional Green Infrastructure could also provide further opportunities for biodiversity enhancement.
13. To improve the quality of surface and ground waters	+/-	There is the potential for adverse impacts to surface and ground water during the construction period and therefore in the short term.
14. To minimise water consumption	0	There is the potential for increased water consumption through higher density development. Whilst there is insufficient information at this stage to assess likely levels of water consumption it is considered that it would not lead to a significant negative effect.
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. Implementation of the AAP is unlikely to increase flood risk.
16. To improve local air quality (AQ)	+/-	Increased levels of development will bring growth to the area, an increased population and the likelihood of additional traffic. However, the EWC is considered to be a sustainable location generally for the focus of development, being situated in close proximity to the town centre. In addition, other policies within the AAP will seek to maximise sustainable transport opportunities and links between the EWC and the Town Centre.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area with access to local facilities and Borehamwood Town Centre may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	++	There will be an overall loss of employment land within the EWC area including now the potential for loss of further employment land along Manor Way. Notwithstanding, the AAP seeks to facilitate the retention of existing employers where possible, allows for some employment opportunities over time and ultimately the delivery of a sustainable mixed community which will contribute to the local economy. The AAP area is situated adjacent to existing employment allocations to the east and the town centre to the west and must be viewed in this wider context.
21. To sustain and enhance the viability and vitality of town centres	++	The AAP will seek to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

Policy EWC3: Housing Density and Distribution

At least 800 dwellings will be provided across the EWC. Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.

Density ranges are shown in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development bands. Developments should be designed to take account of the amenity of adjacent sites.

A mix of types of homes will be provided within the Elstree Way Corridor. Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion of 3 bed units.

Flatted development will take place along Elstree Way and houses will be developed where new development meets the existing residential areas of Shenley Road and Bullhead Road.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	0	
3. To improve the quality and affordability of housing	+++	Delivery of a minimum of 800 residential units (and potentially more) will provide for a wider range of housing choice including open market and affordable housing.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	The provision of affordable housing and access to a range of community facilities will contribute towards reducing poverty and social exclusion.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	++	The provision of a variety of housing types including open market and social housing has the potential to reduce inequality.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+++	Residential development will form part of a sustainable mixed community, delivered on previously developed land.
8. To reduce contamination and safeguard soil quality and quantity	+/-	High density development has the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and ultimately development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+/-	Increased residential development within the AAP area may create increased demand for car ownership. Notwithstanding, the provision of a mixed use community in this sustainable location will facilitate access to close by services. Improved cycle, walking and public transport facilities and access to the railway station will contribute towards a modal shift to more sustainable forms of transport.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	New development will be required to ensure there is no adverse impact on ground waters and incorporate appropriate

Policy EWC3: Housing Density and Distribution

At least 800 dwellings will be provided across the EWC. Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.

Density ranges are shown in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development bands. Developments should be designed to take account of the amenity of adjacent sites.

A mix of types of homes will be provided within the Elstree Way Corridor. Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion of 3 bed units.

Flatted development will take place along Elstree Way and houses will be developed where new development meets the existing residential areas of Shenley Road and Bullhead Road.

SA objective	Impact	Commentary
		surface water drainage.
14. To minimise water consumption	+/-	There is the potential for increased water consumption through high density residential development. Whilst there is insufficient information at this stage to assess likely levels of water consumption it is considered that it would not lead to a significant negative effect.
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development is unlikely to increase flood risk.
16. To improve local air quality (AQ)	+/-	Growth of the local population is likely to increase traffic levels. Through improvements to the highway network and the provision of sustainable transport links, there is the potential for air pollution to be reduced.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New residential development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New high density development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	+	The provision of new housing and addition of new residents to the area will have the potential to contribute to a prosperous and balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	+	The addition of new residents to the area and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre.

Policy EWC4: Supporting Community Facilities

All new development will be required to make provision or support improved and additional community facilities. Particular locations or reserve sites to accommodate new/improved community facilities are identified:

- a) Provision of a new police front desk at the Civic Centre
- b) Retention of the Civic Centre
- c) Retention of a fire station within the Elstree Way Corridor
- d) Borehamwood Library and Maxwell Community Centre will be re-provided on Shenley Road.
- e) Maxwell Park
- f) A new 2FE Primary School
- g) A new Open / Civic Space
- h) A new health facility

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	++	Land has been 'reserved' within the AAP for a primary school. The positive sustainability benefits of this should be recognised in this assessment. It should, however, be noted that the preference is for HBC to work with the LEA to bring forward a primary school elsewhere and the reserved site is a fall back option. In addition, there is the potential for the provision of some 1,500 sq. m of educational provision in the AAP. This could link to other educational uses in the wider area such as a new University Technical College (UTC) specialising in Media which has opened adjacent to the EWC. There is also the potential for training opportunities to arise associated with the civic / community / employment uses within the AAP area.
2. To ensure ready access to essential services and facilities for all residents	+++	The policy seeks the retention of / improved co-located essential community services, improved levels of public transport and green infrastructure. Greater connectivity to the town centre will give residents access to a range of other facilities and services. The aspiration to deliver a new health facility within the EWC will also bring positive sustainability benefits.
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	++	There is the potential for positive effects to arise through access to improved community facilities, affordable housing and some employment opportunities.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	+	The provision of a new police front desk will contribute positively to this objective.
6. To improve population's health and reduce inequalities both geographically and demographically	+	Potential levels of improvement through improved co-located essential community services, improved levels of public transport, green infrastructure and well-designed civic spaces.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+	New facilities will be located on previously developed land.
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport	+	Co-location of services and high density residential development within the AAP area will help to reduce car use.

Policy EWC4: Supporting Community Facilities

All new development will be required to make provision or support improved and additional community facilities. Particular locations or reserve sites to accommodate new/improved community facilities are identified:

- a) Provision of a new police front desk at the Civic Centre
- b) Retention of the Civic Centre
- c) Retention of a fire station within the Elstree Way Corridor
- d) Borehamwood Library and Maxwell Community Centre will be re-provided on Shenley Road.
- e) Maxwell Park
- f) A new 2FE Primary School
- g) A new Open / Civic Space
- h) A new health facility

SA objective	Impact	Commentary
modes		
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	+	Co-location of services and high density residential development within the AAP has the potential to reduce car use and improve local air quality.
17. To reduce greenhouse gas emissions (GGE)	+/-	Development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel, potentially reducing GGE.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	++	The provision of new educational, health and community facilities could contribute to the delivery of a sustainable mixed community and a balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	++	The provision of additional services will contribute to the overall balance of uses in the town centre and enhance its viability and vitality.

Policy EWC5: Transport and Accessibility

Development should improve connectivity into and out of the area. Development proposals must not prejudice the outlined transport and movement improvements.

The Council, Highways Authority, developers and other partners will work in partnership to foster an attractive, safer and more legible environment for pedestrians, cyclists, public transport users and vehicles. All development should:

- a) Work in accordance with the Hertfordshire Local Transport Plan and Elstree and Borehamwood Urban Transport Plan.
- b) Improve pedestrian connections and minimise the risk of conflicts between various road users.
- c) Contribute towards the funding of the highway improvements set out in paragraph 5.2.
- d) Implement and establish safe pedestrian and cycle crossings
- e) Implement improvements to the cycle network along the corridor linking to the Borough Greenway network, including new/enhanced signage, and improved public cycle storage and racks. Cycle parking will be required in all residential developments.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	+	The policy seeks to ensure access (through sustainable transport options and improved connectivity) to a range of essential community services within the AAP area and the Town Centre.
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	+	Improved connectivity and access to community services and facilities contribute positively to this objective.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	+	Improved levels of sustainable forms of transport and reductions in car use can lead to some health benefits.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	0	
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+/-	Increased residential development within the AAP area may create increased demand for car ownership and therefore car journeys. Notwithstanding, improvements to the pedestrian environment and the levels of sustainable forms of transport will contribute positively to this objective.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	

Policy EWC5: Transport and Accessibility

Development should improve connectivity into and out of the area. Development proposals must not prejudice the outlined transport and movement improvements.

The Council, Highways Authority, developers and other partners will work in partnership to foster an attractive, safer and more legible environment for pedestrians, cyclists, public transport users and vehicles. All development should:

- a) Work in accordance with the Hertfordshire Local Transport Plan and Elstree and Borehamwood Urban Transport Plan.
- b) Improve pedestrian connections and minimise the risk of conflicts between various road users.
- c) Contribute towards the funding of the highway improvements set out in paragraph 5.2.
- d) Implement and establish safe pedestrian and cycle crossings
- e) Implement improvements to the cycle network along the corridor linking to the Borough Greenway network, including new/enhanced signage, and improved public cycle storage and racks. Cycle parking will be required in all residential developments.

SA objective	Impact	Commentary
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	+/-	Growth of the local population is likely to increase traffic levels and therefore potential emissions to air. Notwithstanding, the provision of sustainable transport links within the EWC could help to reduce associated local air pollution.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	Enhanced levels of connectivity (from both within and outside of the AAP) to the Town Centre will help to make a positive contribution to this objective.
21. To sustain and enhance the viability and vitality of town centres	+	Enhanced connectivity and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre

Policy EWC7: General Building Heights

Development proposals are to adhere to general building heights as indicated on Figure 4. Development must contain a variation to add interest and variety to development. Buildings fronting onto Elstree Way should have a general height of between 5-6 storeys. Buildings not fronting Elstree Way should have lower general heights of 3-4 storeys. Buildings of between and 1-2.5 storeys are limited to ancillary buildings, such as kiosks and cafes, and residential developments adjoining the rear of properties on Shenley Road and those along Manor Way.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	0	
3. To improve the quality and affordability of housing	++	Delivery of a minimum of 800 residential units (and potentially more) of differing types will provide for wider a wider range of housing choice including open market and affordable housing.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	The provision of affordable housing and access to a range of community facilities will contribute towards reducing poverty and social exclusion.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	++	Residential development will form part of a sustainable mixed community, delivered on previously developed land.
8. To reduce contamination and safeguard soil quality and quantity	+/-	High density development has the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and ultimately development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	0	
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development is unlikely to increase flood risk.
16. To improve local air quality (AQ)	0	

Policy EWC7: General Building Heights

Development proposals are to adhere to general building heights as indicated on Figure 4. Development must contain a variation to add interest and variety to development. Buildings fronting onto Elstree Way should have a general height of between 5-6 storeys. Buildings not fronting Elstree Way should have lower general heights of 3-4 storeys. Buildings of between and 1-2.5 storeys are limited to ancillary buildings, such as kiosks and cafes, and residential developments adjoining the rear of properties on Shenley Road and those along Manor Way.

SA objective	Impact	Commentary
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New residential development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New high density development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	+	The provision of new housing and addition of new residents to the area will have the potential to contribute to a prosperous and balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	+	The addition of new residents to the area and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre.

Policy EWC8: Parking Requirements

Residential Parking

Proposals for residential development within the Elstree Way Corridor shall apply a minimum parking standard of 1 space per residential unit for all units of 3 bedrooms or fewer. Where applicable, proposals should also investigate the possibility of sharing parking spaces with other uses on-site, especially at off-peak times.

Proposals for residential units of 4 bedrooms or more shall apply an average minimum parking standard of 1.5 spaces per dwelling.

Non-residential Parking

Proposals for non-residential development within the Elstree Way Corridor will be considered on a case by case basis with consideration to the Parking Standards SPD

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	+	The policy seeks to ensure access (through the requirement for appropriate levels of parking provision) to a range of essential community services within the AAP area and the Town Centre.
3. To improve the quality and affordability of housing	+	The policy seeks to provide appropriate levels of parking associated with new residential development.
4. To reduce poverty and social exclusion and promote equality of opportunities	0	
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	++	The development will form part of a sustainable mixed community, delivered on previously developed land. Parking requirements, particularly in relation to potential sharing of parking spaces, will help to minimise land take for parking and increase developable area.
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	0	There is the potential for increased private car use through development. Provision of parking spaces will not discourage this but the application of parking standards and the potential for shared use of parking spaces will help to minimise private car use.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development with parking provision is unlikely to increase flood risk.

Policy EWC8: Parking Requirements

Residential Parking

Proposals for residential development within the Elstree Way Corridor shall apply a minimum parking standard of 1 space per residential unit for all units of 3 bedrooms or fewer. Where applicable, proposals should also investigate the possibility of sharing parking spaces with other uses on-site, especially at off-peak times.

Proposals for residential units of 4 bedrooms or more shall apply an average minimum parking standard of 1.5 spaces per dwelling.

Non-residential Parking

Proposals for non-residential development within the Elstree Way Corridor will be considered on a case by case basis with consideration to the Parking Standards SPD

SA objective	Impact	Commentary
16. To improve local air quality (AQ)	0	Growth of the local population is likely to increase traffic levels. Measures introduced by other policies, including improvements to the highway network and the provision of sustainable transport links, will increase the potential for air pollution to be reduced.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	0	
21. To sustain and enhance the viability and vitality of town centres	0	

Policy EWC9: Developer Contributions

S106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport network, walking and cycling routes and facilities, a primary school and healthcare facility within the Elstree Way Corridor, implementation of an extension to the CPZ (Controlled Parking Zone), public realm and open spaces.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	+	S106 contributions will help to deliver additional school spaces.
2. To ensure ready access to essential services and facilities for all residents	+	The policy seeks to ensure funding is sought for a range of facilities and infrastructure (e.g. road surface transport network, walking and cycling routes public realm and open spaces).
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	0	
5. To reduce and prevent crime, fear of crime and anti-social behaviour	+	The policy seeks funding to improve the public realm and open spaces which can lead to a safer built environment.
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	0	
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	Funding for the provision of improved public realm, public spaces and pedestrian access ways and crossings has the potential to contribute positively towards this objective.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development with parking provision is unlikely to increase flood risk.
16. To improve local air quality (AQ)	0	
17. To reduce greenhouse gas emissions (GGE)	0	

Policy EWC9: Developer Contributions

S106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport network, walking and cycling routes and facilities, a primary school and healthcare facility within the Elstree Way Corridor, implementation of an extension to the CPZ (Controlled Parking Zone), public realm and open spaces.

SA objective	Impact	Commentary
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	The policy seeks to ensure funding is sought for a range of facilities and infrastructure (e.g. road surface transport network, walking and cycling routes public realm and open spaces) which has the potential to deliver a well-functioning sustainable mixed community.
21. To sustain and enhance the viability and vitality of town centres	+	The policy will seek funding to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

4.2 Summary comments on the amended draft AAP Vision and Policies

- 4.2.1 The amended **Strategic Vision** responds to most of the issues raised by the SA Objectives and seeks to promote a sustainable future for the area. Generally, the EWC AAP area can be considered to be within a sustainable location where the growth envisaged by emerging policies, in the main, will take place on previously developed land.
- 4.2.2 The delivery of a primary school within the AAP area would bring about a significant positive effect. However, given that land has only been 'reserved' for this purpose and the preference is, in the first instance, to site the school outside of the AAP area, this has been reduced in the assessment to a 'moderately' positive effect.
- 4.2.3 The identification of allocated land within the AAP for a healthcare facility has the potential to bring about positive significant effects.
- 4.2.4 Increased levels of residential development will further contribute to previously identified significant positive effects relating to the delivery of affordable housing.
- 4.2.5 Whilst it is not a scenario that the AAP seeks to promote through policy, the provision of an upper limit of 1,200 dwellings in the EWC would be adequately served by social and community facilities. Detailed traffic modelling and assessment establishes that this would not give rise to adverse impacts on the highway network. Access to more sustainable forms of transport are proposed in the AAP (and Policy EWC4).
- 4.2.6 Whilst there will be an overall loss of employment land within the EWC area, now including the potential for the further loss of employment land within the newly extended EWC boundary along Manor Way, this is not identified as a significant adverse effect. Further, it should be reiterated that the EWC is situated directly adjacent to existing employment allocations to the east and the town centre to the west (where services and potential employment opportunities exist) and the AAP should be viewed in this wider context.
- 4.2.7 At least 800 dwellings are sought across the area by **Policy EWC3 (Housing Density and Distribution)**. This will generate a potentially significant positive effect in regard to improving the quality and affordability of housing in the area and the Borough. Whilst this will likely lead to increased demand for access to the private car, assessment shows that the highway network can accommodate such traffic growth. The positive measures proposed in regard to access to more sustainable forms of transport and restrictions on the number of car parking spaces allowed per dwelling will help to provide a platform for increased usage of pedestrian / cycle / public transport links.
- 4.2.8 New **Policy EWC4 (Supporting Community Facilities)** has the potential to deliver significant sustainability benefits through the retention / improvement / provision of essential community services, improved levels of public transport and green infrastructure. The aspiration to provide education and healthcare facilities within the AAP area are predicted to give rise to significant positive benefits.
- 4.2.9 As sought under **Policy EWC5 (Transport and Accessibility)**, enhanced levels of connectivity (from both within and outside of the AAP) and the provision of sustainable transport links, will help to support the viability and vitality of Borehamwood town centre. Improvements to the pedestrian environment and enhanced levels of sustainable forms of transport have the potential to generate positive effects. The highway network has been assessed as being able to accommodate increased levels of traffic associated with the proposed growth in the AAP area. Increases in emissions have the potential to adversely impact local air quality although no significant adverse environmental effect is predicted.
- 4.2.10 A range of building heights are provided for under **Policy EWC7 (General Building Heights)**. The amendments to the policy do not alter the previous assessment of it as set out in the December 2012 SA where largely positive effects arise.
- 4.2.11 Amended **Policy EWC8 (Parking Requirements)** sees reduced levels of car parking allowed for in residential development compared to the previous policy. Whilst this could give rise to lower levels of car use than under the previous version of the policy and greater need for

access to sustainable forms of transport, it is judged that the impact of the change would not be significant in SA / SEA terms.

- 4.2.12 The assessment of the modified **Policy EWC9 (Developer Contributions)** relating to developer contributions has not altered from the December 2012 SA in overall terms, but provision of land for a school within the AAP means that this policy could make a direct contribution to the delivery / support for essential community / education infrastructure.

5 Conclusions

5.1 Sustainability of the amended draft AAP Policies

5.1.1 The amended draft AAP policies have been assessed and taking account of the judgements and assumptions that are inherent in such assessments, have been found to be sustainable.

5.1.2 Taking the plan as a whole, significant positive sustainability benefits would continue to arise through implementation of the AAP Policies in relation to:

- The provision and access to essential services and facilities including healthcare and education.
- Increasing further housing supply, choice and affordability in the locality and the Borough.
- Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.

Whilst there is the potential for adverse impacts in relation to car trip generation, surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are the likely consequences of any major redevelopment and as such, can be addressed through appropriate mitigation measures. No significant negative environmental or sustainability impacts have been identified.

5.1.3 Whilst the AAP policies essentially advocate residential led growth (which the amended AAP supports further), some economic benefits will arise through the retention of existing employers, links with adjacent employment areas and the potential creation of some new employment. The EWC is situated directly adjacent to existing employment allocations to the east and the town centre to the west (where services and potential employment opportunities exist) and the AAP should be viewed in this wider context.

5.2 The effects of not implementing the AAP Policies

5.2.1 The SEA Directive requires an assessment of the likely evolution of the environment within the EWC without implementation of the AAP.

5.2.2 Were the AAP not to be implemented, Policy CS23 of the Core Strategy would guide development in the EWC. The December 2012 SA described the outcome of the SA of Policy CS23 (previously CS22) of the Core Strategy. The policy scored well against social and economic objectives whilst a range of minor negative environmental effects were identified.

5.2.3 The assessment of the AAP policies described above, shows them scoring well against social factors with some potential minor negative environmental issues arising. A broad comparison of the SA's of Policy CS23 and the AAP policies would show the Core Strategy Policy potentially achieving a higher score in relation to economic factors. This is because of the largely residential-led focus of the AAP. Notwithstanding, it must of course be noted that Policy CS23 does state that it is for the AAP to set out the detail in terms of growth in the EWC and the EWC must be viewed in its wider context of being situated between employment allocations to the east and Borehamwood town centre to the west.

5.3 Monitoring

5.3.1 The proposed monitoring framework as set out in the December 2012 SA remains unchanged and relevant.

Appendix A

*HERTSMERE BOROUGH COUNCIL, ELSTREE WAY CORRIDOR AREA ACTION PLAN,
SUSTAINABILITY APPRAISAL (INCORPORATING SEA) - December 2012*

HERTSMERE BOROUGH COUNCIL

**ELSTREE WAY CORRIDOR AREA
ACTION PLAN**

**SUSTAINABILITY APPRAISAL
(INCORPORATING SEA)**

December 2012



Quality Control

HERTSMERE BOROUGH COUNCIL

ELSTREE WAY CORRIDOR AREA ACTION PLAN

SUSTAINABILITY APPRAISAL (INCORPORATING SEA)

Checked by Project Manager:	Approved by:
Signature:	Signature:
Name: Ruth Knight	Name: Ian Douglass
Title: Assistant Planner	Title: Associate Director
Date: December 2012	Date: December 2012

The Landscape Partnership is registered with the Landscape Institute, the Royal Town Planning Institute, and is a member of the Institute of Environmental Management and Assessment

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Non-technical Summary

Introduction and Background

The Elstree Way Area Action Plan and the Hertsmere Core Strategy

This Sustainability Appraisal Report has been prepared to accompany the Elstree Way Corridor Area Action Plan (AAP) Preferred Option Development Plan Document (DPD). The Sustainability Appraisal (SA) predicts and assesses the social, economic and environmental effects of the AAP including the options and alternatives that have been considered. In accordance with government guidance, the Council is now consulting widely on the scope and content of the AAP and SA.

The AAP will be a spatial strategy for the coordinated development of the area and will help to provide confidence and certainty to the local community, public bodies and developers about the future of the area. Proposals and policies will be framed to respond to the needs of existing and future communities and plan for housing growth to 2027. The AAP will be consistent with Policy 22 of the Core Strategy and will form part of the Council's Local Plan. Policy 22 of the Core Strategy recognises the Elstree Way corridor and its importance and states:

Policy CS22 Elstree Way Corridor

Within the Elstree Way Corridor the continued development and refurbishment of Employment, Civic and Community uses will be actively encouraged. Residential development on appropriate sites will accepted, in accordance the Elstree Way SPG and any subsequent guidance or agreed masterplan.

Any development should have regard to guidance set out in the Elstree Way Corridor Area Action Plan DPD and be brought forward in a coordinated manner. Such development will be required to support the funding of essential enabling infrastructure through S106 or Community Infrastructure Levy charges. Proposals likely to result in a piecemeal or fragmented redevelopment of the corridor will be refused, and should also be in compliance with other policies in the Core Strategy, with particular reference to the requirements of policies CS21, CS23 and CS25. Development should also provide active frontages to Elstree Way where possible to promote the identity of the corridor as a civic and commercial gateway to the borough, should build on the accessibility location of the corridor and should ensure an appropriate demarcation of residential and non-residential uses within this part of the town.

What is sustainability appraisal (SA) and Strategic Environmental Assessment (SEA) ?

SA is mandatory under Section 39(2) of the Planning and Compulsory Purchase Act 2004. It is used to ensure that an emerging plan helps to implement the principles of sustainable development through the integration of social, environmental and economic issues. An environmental assessment is also required under European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment' (the Strategic Environmental Assessment Directive). This environmental assessment is known as Strategic Environmental Assessment. In the UK the requirements of the SEA Directive are met by carrying out a Sustainability Appraisal. The SA Report must show that the SEA Directive's requirements have been met and this is achieved through sign-posting the places in the SA Report where the information required by the directive is provided.

The Core Strategy SA identifies Sustainability Objectives for the Borough. All future DPD's and associated SA's need to have regard to and be consistent with these objectives. They are set out below:

Sustainability Objectives

<i>Social</i>
1. To improve educational achievement, training and opportunities for lifelong learning and employability
2. To ensure ready access to essential services and facilities for all residents
3. To improve the quality and affordability of housing
4. To reduce poverty and social exclusion and promote equality of opportunities
5. To reduce and prevent crime, fear of crime and anti-social behaviour
6. To improve populations' health and reduce inequalities both geographically and demographically
<i>Environmental</i>
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites
8. To reduce contamination and safeguard soil quality and quantity
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community
10. To maintain and enhance the quality of the countryside
11. To reduce dependence on private car and achieve a modal shift to more sustainable modes of transport
12. To protect and enhance wildlife habitats, which are important on an international national and local scale
13. To improve the quality of surface and ground waters
14. To minimise water consumption
15. To minimise the risk of flooding taking account of climate change
16. To improve local air quality
17. To reduce greenhouse gas emissions
18. To minimise the need for energy, increase energy efficiency and to increase the use of renewable energy
19. To reduce the generation of waste and encourage re-use and recycling of waste
<i>Economic</i>
20. To provide a prosperous, balanced and stable economy
21. To sustain and enhance the viability and vitality of town centres

Methodology and Baseline

The Planning Advisory Service provides guidance on SA. SA/SEA is an iterative process which should identify and report on the likely significant effects of the plan and the extent to which the implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined. The intention is that SA/SEA is fully integrated into the plan-making process from the earliest stages, both informing and being informed by it.

The table below sets out the stages that could be adopted for an SA. Consultation on this SA document which accompanies the AAP, now represents Stage D of the process.

AAP Stage 1: Pre-production – Evidence gathering
SA stages and tasks
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
A1: Identifying other relevant policies, plans and programmes, and sustainable development objectives.
A2: Collecting baseline information.
A3: Identifying sustainability issues and problems.
A4: Developing the SA framework.
A5: Consulting on the scope of the SA.

AAP Stage 2: Production – Prepare draft AAP
SA stages and tasks
Stage B: Developing and refining options and assessing effects
B1: Testing the AAP objectives against the SA framework.
B2: Developing the AAP options.
B3: Predicting the effects of the draft AAP.
B4: Evaluating the effects the draft AAP.
B5: Considering ways of mitigating adverse effects and maximising beneficial effects.
B6: Proposing measures to monitor the significant effects of implementing the AAP.
Stage C: Preparing the Sustainability Appraisal Report
C1: Preparing SA Report.
Stage D: Consulting on draft AAP and Sustainability Appraisal Report
D1: Public participation on the SA Report and the draft AAP.
D2: Assessing significant changes.
D3: Making decisions and providing information.
AAP Stage 3: Adoption
SA stages and tasks
Stage E: Monitoring the significant effects of implementing the AAP
E1: Finalising aims and methods for monitoring.
E2: Responding to adverse effects.

Elstree Way Corridor AAP: Sustainability Issues

By reviewing previous studies, such as the Elstree Way Corridor Feasibility Study (June 2010) and the baseline information about the area, it is possible to identify the overarching 'Sustainability Issues' that are relevant to the SA process. The following have been identified as the key Sustainability Issues for the AAP:

1. Ensuring an appropriate mix of housing including affordable housing, particularly for young families.
2. Achieving a better balanced sustainable community. There is an oversupply of office accommodation and consideration needs to be given to a balance of residential and other employment generating uses.
3. Combating poverty through the provision of affordable housing, sustainable forms of transport and employment opportunities.
4. Seeking a more efficient use of brownfield land (public sector rationalisation, higher density residential).
5. Improving the public realm / townscape. There exists little sense of place, a dominance of vehicular infrastructure, and no landmark buildings of architectural merit.
6. Increasing access to community infrastructure including green infrastructure.
7. There are high levels of car usage.
8. Improve sustainable transport links, connectivity to the town centre and a need for more bus stops, and cycle parking.

SA Testing of Alternative Options for the Elstree Way Corridor

The Elstree Way Corridor Feasibility Study carried out by Colin Buchanan in June 2010 on behalf of the major landowners including Hertsmere Borough Council and Herefordshire Council, was a thorough assessment of the AAP area which considered a number of options for future growth in the EWC. Those options were entitled:

Option 1 - Extending the High Street

Option 2 - Community Green Links

Option 3 - Step by Step

An assessment of these options against sustainability objectives shows that all of the Options display adverse impacts in relation to:

- Construction impacts on surface water and groundwater.
- Construction activities having the potential to liberate contaminants.
- Increased energy consumption over the short, medium and long term.
- Increased greenhouse gas emissions.
- Increased generation of waste.

Notwithstanding, these are impacts associated with any mixed use development scenario and must be balanced against the positive impacts arising relating to:

- Increased access to services and social and community infrastructure.
- Quality of housing choice including affordable housing.
- The re-use of previously developed land.
- Improvements to Townscape.
- Some potential employment opportunities.
- Proximity to the town centre.

Option 1 performs poorly in terms of social inclusion given that it does not promote links to the Cowley Hill or Hillside areas. Option 3 performs poorly in terms of improving traffic flows. Notably, the preferred option as set out in the AAP, which is a combination of these alternatives, seeks to address these weaknesses.

Compatibility Between AAP Objectives and SA Objectives

Policy CS22 of the Core strategy, which seeks to promote civic, employment, community and residential uses within the EWC, was previously subject to SA/SEA testing and found to perform well against sustainability objectives. The AAP now sets out a number of more detailed objectives for the EWC. These AAP Objectives have been assessed against the overarching SA Objectives. It is noted that no conflict arises between the AAP Objectives and the Sustainability Objectives (the objectives are highlighted in bold below).

1. Provide improved and coordinated facilities for the delivery of a range of services to the public. The co-location and concentration of public services within the AAP ensures compatibility with Sustainability Objectives.

2. Improve the physical appearance of this important gateway into the town. Improved public realm and good design will contribute positively to Sustainability Objectives.

3. Link the commercial area of Borehamwood with the town centre. Providing sustainable transport links between the employment / commercial area of Borehamwood and the town centre will contribute positively to Sustainability Objectives.

4. Release land for a range of uses and help meet the Borough's future residential development land needs. Provision of a range of different land uses within the AAP, including residential development to help meet future housing needs in the Borough, will contribute positively to Sustainability Objectives. The loss of employment land will need to be carefully balanced against the other positive overall benefits of the AAP.

5. Provide certainty and guidance to both landowners and developers. Providing certainty will potentially lead to the delivery of comprehensive well planned development which will contribute positively to a range of Sustainability Objectives.

6. Promote sustainable development. The promotion of sustainable development within the AAP will help to achieve the Sustainability Objectives.

Outcome of the Assessment of the Draft AAP Strategic Vision and Policies

The draft **Strategic Vision** addresses most of the matters raised in the sustainability appraisal objectives and supports a sustainable future for the area. Whilst there will be an overall loss of employment land within the EWC area it should be noted that it is situated adjacent to existing employment allocations. In addition, the AAP allows for some employment opportunities over time and the delivery of a sustainable mixed community which will contribute to the local economy.

There is the potential for adverse impacts to surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste. These are the likely consequences of any major brownfield regeneration project and as such can be addressed through appropriate mitigation measures. New development proposals in the AAP area will be judged against Policy CS16 (Energy and CO2 Reductions) of the Core Strategy, which encourages the consideration of energy from decentralised and renewable or low carbon sources.

There is the potential for significant positive impacts to arise through the provision of essential community facilities and services, the provision of a range and type of new housing and the redevelopment of previously developed land (as opposed to greenfield sites and the Green Belt). Implementation of the AAP also has the potential to enhance the vitality and viability of Borehamwood town centre.

The **Development Strategy as set out in Policy EWC1** is consistent with sustainability objectives promoting access to public facilities, affordable housing, the provision of a safe and high quality built environment and an improved highway regime. A requirement for consideration of the use of renewable energy sources and technologies is desirable and could be referenced in the policy.

Policy EWC2: Comprehensive Development seeks to deliver the comprehensive and efficient redevelopment of this 'brownfield' resource. This includes the provision of sustainable transport options.

At least 800 dwellings are sought across the area by **Policy EWC3: Housing Density and Distribution**. This will generate a potentially significant positive effect in regard to improving the quality and affordability of housing in the area and the Borough. New high density development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.

Similarly, **Policy EWC4: Housing Mix** will provide significant benefits in terms of the mix and range of housing types provided in this sustainable location.

Policy EWC5: Supporting Community Facilities has the potential to deliver significant sustainability benefits through the retention / improvement / provision of essential community services, improved levels of public transport and green infrastructure. Greater connectivity to the town centre will give residents access to a range of other facilities and services. The provision of new community and educational facilities has the potential to contribute to the delivery of a sustainable mixed community and a balanced and stable.

As sought under **Policy EWC6: Transport and Accessibility**, enhanced levels of connectivity (from both within and outside of the AAP) and the provision of sustainable transport links, will help to support the viability and vitality of Borehamwood town centre. Improvements to the pedestrian environment and enhanced levels of sustainable forms of transport have the potential to generate positive effects. Increased levels of traffic are likely to lead to increases in emissions and the potential to adversely impact local air quality although improved traffic flows could help to mitigate this.

Policy EWC7: Public Realm and Townscape seeks an enhanced public realm which can deliver increased usage of public spaces and has the potential to contribute to a well-functioning sustainable mixed community. The policy seeks the delivery of a high quality public realm and townscape, although the presence of specific features of cultural heritage interest, are not acknowledged in the policy.

A range of **building heights** are provided for under **Policy EWC8** which will make provision for the density of development required under other policies within the AAP.

There is the potential for increased private car use through development. Provision of parking spaces will not discourage this but the application of parking standards and the potential for shared use of parking spaces as required under **Policy EWC9: Parking Requirements** will help to minimise private car use. Parking requirements in relation to potential sharing of parking spaces, will help to minimise land take for parking and increase developable area.

Policy EWC10: Developer Contributions seeks to ensure funding is sought for a range of facilities and infrastructure (e.g. road surface transport network, walking and cycling routes public realm and open spaces) which has the potential to deliver a well-functioning sustainable mixed community.

The Draft AAP policies are:

Sustainability of the Draft AAP Policies

The Preferred Option policies have been assessed using the SA Framework and, taking account of the judgements and assumptions that are inherent in such assessments, have been found to be sustainable.

Significant positive sustainability benefits could arise through implementation of the AAP Policies in relation to:

- The provision and access to essential services and facilities for all residents.
- Increasing housing supply, choice and affordability in the locality and the Borough.
- Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.

Whilst there is the potential for adverse impacts to surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are the likely consequences of any major redevelopment of previously developed land and as such, can be addressed through appropriate mitigation measures. No significant negative environmental or sustainability impacts have been identified.

Whilst the AAP policies essentially advocate residential led growth, some economic benefits will arise through the retention of existing employers, links with adjacent employment areas and the potential creation of some new employment.

The Effects of not Implementing the AAP Policies

The SEA Directive requires an assessment of the likely evolution of the environment within the EWC without implementation of the AAP.

Were the AAP not to be implemented, Policy CS22 of the Core Strategy would guide development in the EWC. Section 2.5 of this SAR describes the outcome of the SA of Policy CS22 of the Core Strategy. The policy scores well against social and economic objectives whilst a range of minor negative environmental effects are identified.

The assessment of the AAP policies described above, shows them scoring well against social factors with some potential minor negative environmental issues arising. A broad comparison of the SA's of Policy CS22 and the AAP policies would show the Core Strategy Policy potentially achieving a higher score in relation to economic factors. This is because of the residential-led focus of the AAP and the lack of reference to employment and economic issues in the wording of the Strategic Vision or detailed policies.

Notwithstanding, the above it must of course be noted that Policy CS22 does state that it is for the AAP to set out the detail in terms of growth in the EWC.

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Appendix A - Detailed SA of Policy CS22: Elstree Way Corridor (Table J.21) from Hertsmere Revised Core Strategy for Submission to the Secretary of State Sustainability Appraisal Report (November 2011)

Appendix B – Sustainability Assessment Framework from Hertsmere Revised Core Strategy for Submission to the Secretary of State Sustainability Appraisal Report (November 2011)

1 Consulting on the Sustainability Appraisal Report

1.1 Introduction

- 1.1.1 This Sustainability Appraisal Report has been prepared to accompany the Elstree Way Corridor Area Action Plan (AAP) Preferred Option document. The Sustainability Appraisal (SA) predicts and assesses the social, economic and environmental effects of the AAP including the options and alternatives that have been considered. In accordance with government guidance, we are now consulting widely on the scope and content of the SA.

1.2 Responding to this consultation

- 1.2.1 Both this document and the Elstree Way Corridor AAP Report are available on our website at <http://www.hertsmere.gov.uk/planning>
- 1.2.2 Representations on the documents can be made in the following ways:
- By email to corestrategy@hertsmere.gov.uk
- By writing to us at Policy and Transport team, Planning and Building Control Unit, Hertsmere Borough Council, Elstree Way, Borehamwood, Herts, WD6 1WA.
- By completing a consultation response form. You can request a form by contacting us on 020 8207 2277. All forms should be returned to Policy and Transport Team at the above address.
- Fax us on 020 8207 7444 - marked for the attention of the Policy and Transport team.
- 1.2.3 If you have any questions or would like clarification on any aspect of the SA report, please contact the Policy and Transport team
- corestrategy@hertsmere.gov.uk
- Tel: 020 8207 2277
- 1.2.4 The consultation period will run from 7th January 2013 to 18th February 2013. If necessary, amendments will be made to the SA Report prior to submission to the Secretary of State for Examination.

2 Introduction and Background

2.1 The Elstree Way Area Action Plan

2.1.1 Hertsmere Borough Council is preparing the Elstree Way Corridor (EWC) AAP. The AAP will be a spatial strategy for the coordinated development of the area. Proposals and policies will be framed to respond to the needs of existing and future communities and plan for housing growth to 2027 (See **Figure 1 AAP Proposals Map** over-page).

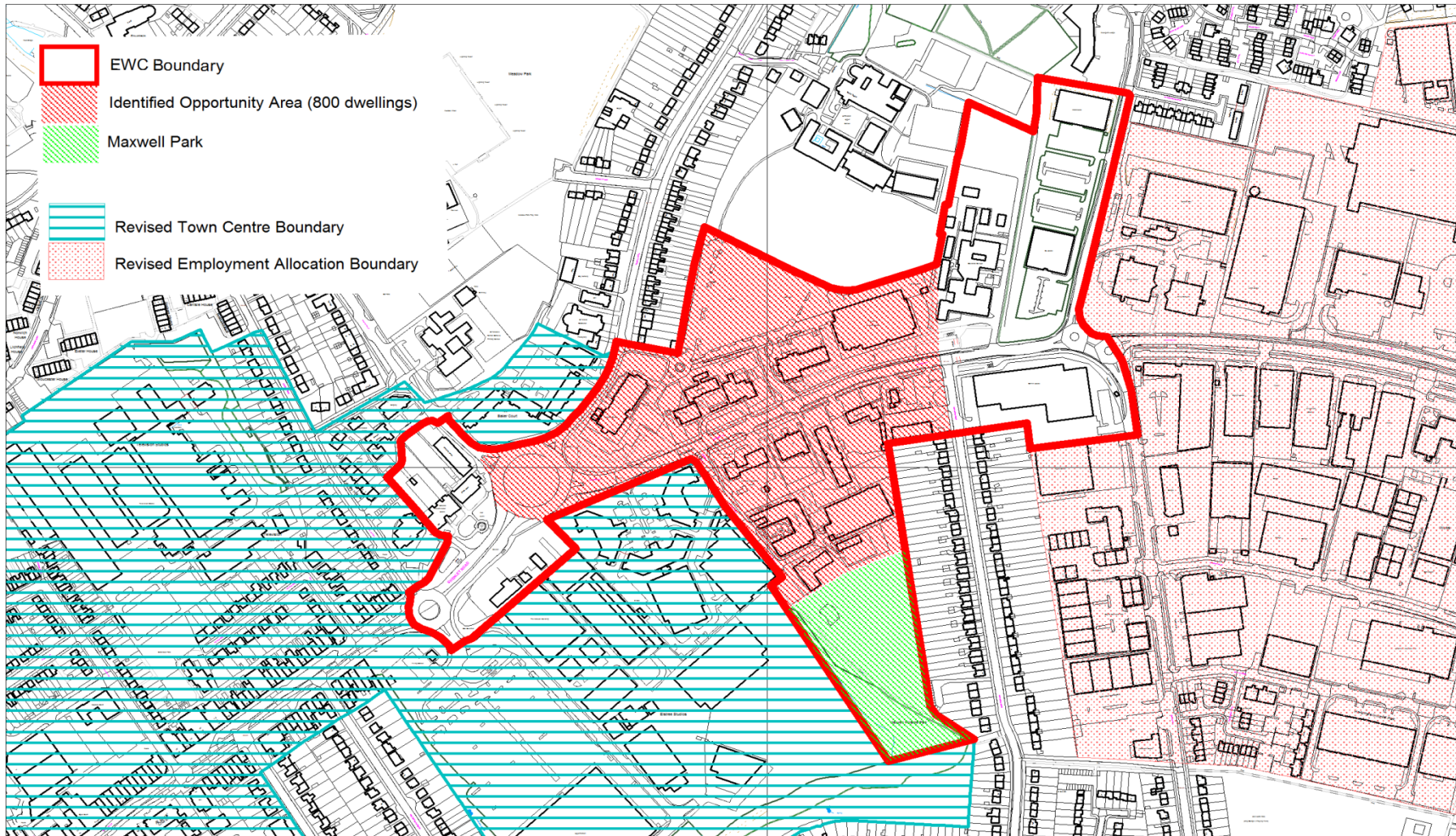
2.1.2 The AAP which is required to be subject to SA, will be a formal Development Plan Document consistent with the Hertsmere Borough Core Strategy, which will both ultimately form part of the Council's Local Plan. Policy 22 of the Core Strategy recognises the Elstree Way corridor and its importance and states:

Policy CS22 Elstree Way Corridor

2.1.3 *Within the Elstree Way Corridor the continued development and refurbishment of Employment, Civic and Community uses will be actively encouraged. Residential development on appropriate sites will accepted, in accordance the Elstree Way SPG and any subsequent guidance or agreed masterplan.*

2.1.3 *Any development should have regard to guidance set out in the Elstree Way Corridor Area Action Plan DPD and be brought forward in a coordinated manner. Such development will be required to support the funding of essential enabling infrastructure through S106 or Community Infrastructure Levy charges. Proposals likely to result in a piecemeal or fragmented redevelopment of the corridor will be refused, and should also be in compliance with other policies in the Core Strategy, with particular reference to the requirements of policies CS21, CS23 and CS25. Development should also provide active frontages to Elstree Way where possible to promote the identity of the corridor as a civic and commercial gateway to the borough, should build on the accessibility location of the corridor and should ensure an appropriate demarcation of residential and non-residential uses within this part of the town.*

Figure 1: Proposals Map



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Not to Scale

Date: 15/08/2012

2.2 The Hertsmere Core Strategy

- 2.2.1 The Local Development Framework (LDF) for Hertsmere Borough Council (HBC) was intended to replace the current Local Plan, which was adopted in 2003. It was being prepared under the Planning and Compulsory Purchase Act 2004, which required the preparation of a portfolio of separate documents containing policies and proposals for the use of land in the Borough over the next decade. Together these documents would have been known as the Hertsmere LDF. Following the introduction of the Town and Country Planning (Local Planning) (England Regulations) 2012, Local Authorities are now required to prepare a new style of Local Plan. The approach to be taken within Hertsmere Borough will be to prepare a Local Plan Core Strategy, Local Plan Site Allocations and Local Plan EWC AAP that will in combination form the new Local Plan.
- 2.2.2 The Local Plan Core Strategy will be a key element of the new Local Plan, which sets out the Council's vision and strategy for the Borough. It sets out a variety of overarching policies to guide future development and land-use in the Borough. It also sets the parameters for further policy documents including the Local Plan Site Allocations, along with supporting Supplementary Planning Documents. Once adopted, the new Local Plan will supersede the entire 2003 Local Plan.
- 2.2.3 The Core Strategy was submitted to the Secretary of State on 10 February 2012. An independent Inspector has been appointed who will determine whether the document is sound. To be sound, it should be justified, effective and consistent with national policy. The Inspector considered the submitted Core Strategy along with all representations made and supporting evidence as part of the Examination in Public (EiP) in May 2012. In her preliminary findings the Inspector advised that she had certain concerns with relation to housing and Green Belt matters. She advised that the Council may decide that it would be appropriate to put forward changes to its plan. Proposed 'main amendments' to the Core Strategy were set out in a Schedule of Main Modifications that was published by the Council for a six week period of public consultation between 24th August 2012 and 5th October 2012. For information purposes only, a series of other modifications to the Strategy which had previously been issued were included within this document, together with various other minor amendments. Consultation responses are currently being considered. The final Inspectors Report found the Core Strategy sound subject to modifications. The Council intends to adopt the Core Strategy with modifications at Full Council on the 16th January 2013.

2.3 Sustainable Development

- 2.3.1 The delivery of sustainable development underpins the UK planning system. The Government's National Planning Policy Framework - March 2012 (NPPF), requires planning policies, development plans and decisions on development proposals to be consistent with the principles of sustainable development. Sustainable development involves ensuring that when activities such as development takes place, a balance is made between what are often very different social, environmental and economic needs.

2.4 Requirements of Sustainability Appraisal and Strategic Environmental Assessment

What is a sustainability appraisal?

- 2.4.1 SA is mandatory under Section 39(2) of the Planning and Compulsory Purchase Act 2004. It is used to ensure that the emerging plan helps to implement the principles of sustainable development through the integration of social, environmental and economic issues, and provides an opportunity to improve the plan or policy or to ensure that it is more effective in meeting the aims of sustainable development. The completion of an appropriate sustainability appraisal is one of the 'tests of soundness' by which Development Plan Documents will be judged when they are subject to an examination later on in the production process.

- 2.4.2 The Core Strategy SA identifies Sustainability Objectives for the Borough. All future Development Plan Documents (DPD) and associated SA's need to have regard to or be consistent with, these objectives. They are set out in Table 2.1 below:

Table 2.1: Sustainability Objectives

<i>Social</i>
1. To improve educational achievement, training and opportunities for lifelong learning and employability
2. To ensure ready access to essential services and facilities for all residents
3. To improve the quality and affordability of housing
4. To reduce poverty and social exclusion and promote equality of opportunities
5. To reduce and prevent crime, fear of crime and anti-social behaviour
6. To improve populations' health and reduce inequalities both geographically and demographically
<i>Environmental</i>
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites
8. To reduce contamination and safeguard soil quality and quantity
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community
10. To maintain and enhance the quality of the countryside
11. To reduce dependence on private car and achieve a modal shift to more sustainable modes of transport
12. To protect and enhance wildlife habitats, which are important on an international national and local scale
13. To improve the quality of surface and ground waters
14. To minimise water consumption
15. To minimise the risk of flooding taking account of climate change
16. To improve local air quality
17. To reduce greenhouse gas emissions
18. To minimise the need for energy, increase energy efficiency and to increase the use of renewable energy
19. To reduce the generation of waste and encourage re-use and recycling of waste
<i>Economic</i>
20. To provide a prosperous, balanced and stable economy
21. To sustain and enhance the viability and vitality of town centres

SA and Strategic Environmental Assessment (SEA)

- 2.4.3 An environmental assessment is also required under European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment' (the Strategic Environmental Assessment Directive). This environmental assessment is known as Strategic

Environmental Assessment. In the UK the requirements of the SEA Directive are met by carrying out a Sustainability Appraisal, which promotes sustainable development through the integration of social, environmental and economic considerations into the plan preparation process. The SA Report must, however, show that the SEA Directive's requirements have been met and this is achieved through sign-posting the places in the SA Report where the information required by the directive is provided. This is provided in the Table below.

Table 2.2: The Schedule of SEA Requirements

Requirements of the Directive	Where Covered in Report
<p>Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated.</p> <p>The information to be given is:</p>	
a) An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Chapters 3 and 5
b) The relevant aspects of the current state of the environment and the likely evolution without implementation of the plan or programme	Chapter 3 and 8
c) The environmental characteristics of areas likely to be significantly affected	Chapter 3
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directive 79/409/EEC and 92/43/EEC	Chapter 3
e) The environmental protection objectives established at international, community or national level which are relevant to the programme and the way those objectives and any environmental considerations have been taken into account during its preparation	Chapter 3
f) The likely significant effects on the environment, including: short, medium and long term; permanent and temporary; positive and negative; secondary, cumulative and synergistic effects on issues such as: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Chapter 6
g) The measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse effects on the environment of implementing the plan or programme.	Chapter 6
h) An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Chapter 4
i) A description of measures envisaged concerning monitoring (in accordance with regulation 17)	Chapter 7
j) A non-technical summary of the information provided under the above headings	Provided at the front of this report
Consultation with:	
Authorities with environmental responsibility when deciding on the scope and level of detail of the information to be included in the environment report	Consultation on the EWC AAP and this SAR to be carried out January 2013
Authorities with environmental responsibility and the public to be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and accompanying environmental report before its adoption	Consultation on the EWC AAP and this SAR to be carried out January 2013
Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country	N/A

Requirements of the Directive	Where Covered in Report
Taking the environmental report and the results of the consultations into account in decision making	To be addressed at a later date
Provision of information on the decision: When the plan or programme is adopted the public and any countries consulted must be informed and the following made available: The plan or programme as adopted A statement summarising how environmental considerations have been integrated into the plan or programme in accordance with the requirements of the legislation The measures decided concerning monitoring	To be addressed at a later date
Monitoring of the environmental effects of the plan or programmes implementation must be undertaken	To be addressed at a later date

2.5 Core Strategy SA Work to date

- 2.5.1 The SA of the Core Strategy was commenced in 2005. The SA process up to completion of the Draft Scoping Report and the consultation on it were carried out by Hertsmere Borough Council (HBC). The Draft and Final SAR for the Core Strategy that was withdrawn from the Secretary of State were undertaken by Atkins Limited on behalf of Hertsmere Council. A further iteration of the SA has been undertaken on the revised Core Strategy (December 2010).
- 2.5.2 Policy CS22 of the emerging Core Strategy was subject to SA/SEA in the Core Strategy Sustainability Appraisal Report November 2011 (see **Appendix B**). The policy was first introduced in the December 2010 Revised Core Strategy and has been subject to all the iterations of the SA/SEA since that point. The policy scored well in the November 2011 SA against social objectives, with positive effects being identified against all social objectives. By facilitating mixed use development, there will be more opportunities for employment and training (objective 1), some housing provision (objective 3) and improved access to services (objective 2), which will promote equality of opportunities (objective 4). The policy is also expected to lead to the reduction of crime, fear of crime and anti-social behaviour (objective 5) through promotion of active frontages, providing more local jobs and improving public realm. It may also help improve public health through providing opportunities for active travel, access to health facilities and improving local image and public space (objective 6). Most of the predicted social effects are expected to be significant in the longer term when the bulk of the refurbishment and development is delivered.
- 2.5.3 A range of effects have been identified against the environmental objectives. Significant positive effects were identified against SA objective 7 (Efficient use of land) and objective 9 (Landscape character), as development and re-development will take place on previously developed land and the policy aims to avoid a piecemeal approach to development and improve the character of the area. Significant positive effects have also been identified against SA objective 11 (Sustainable transport) due to the promotion of sustainable modes of transport and reducing the need to travel. Related to these effects, minor positive effects have been predicted for objective 16 (Air quality) and objective 17 (GHG emissions). Minor positive effects are also expected to arise for objective 15 (Flooding) due to the use of previously developed land and the requirements to use SUDS in Policy CS 15. Mixed effects were predicted for objective 16 (energy efficiency), which are likely to improve in the longer term, due to the requirements of Policy CS16 for new development to progressively achieve zero carbon standards and because Local Development Orders may help encourage the installation of solar panels or other renewable energy technologies.
- 2.5.4 Minor negative effects have been identified against the objective 19 (waste), as new development is likely to lead to an increase in waste arisings. Mixed effects have been predicted against the SA objectives 8 and 13, as soil and water quality may be affected during construction. However, the requirements to remediate contaminated land, to minimise

emissions into all environmental media and use SUDS in Policy CS15 should prevent and offset potential negative effects

- 2.5.5 By promoting employment and a mixture of uses within the corridor, the policy scores well against the economic objectives: providing for a prosperous economy (objective 20) and enhancing the vitality of the town centre in Borehamwood, the main settlement of the Borough (objective 21).

3 Methodology and Baseline

3.1 Methodology

Stages of SA/SEA

- 3.1.1 The Planning Advisory Service now provides some guidance on SA (replacing the 2005 government guidance on 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents'). SA/SEA is an iterative process which should identify and report on the likely significant effects of the plan and the extent to which the implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined. The intention is that SA/SEA is fully integrated into the plan-making process from the earliest stages, both informing and being informed by it.
- 3.1.2 The table below sets out the stages that could be adopted for an SA. Consultation on this document which accompanies the AAP now represents Stage D of the process.

Table 3.1 – SA Stages

AAP Stage 1: Pre-production – Evidence gathering	
SA stages and tasks	
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	
A1: Identifying other relevant policies, plans and programmes, and sustainable development objectives.	
A2: Collecting baseline information.	
A3: Identifying sustainability issues and problems.	
A4: Developing the SA framework.	
A5: Consulting on the scope of the SA.	
AAP Stage 2: Production – Prepare draft AAP	
SA stages and tasks	
Stage B: Developing and refining options and assessing effects	
B1: Testing the AAP objectives against the SA framework.	
B2: Developing the AAP options.	
B3: Predicting the effects of the draft AAP.	
B4: Evaluating the effects the draft AAP.	
B5: Considering ways of mitigating adverse effects and maximising beneficial effects.	
B6: Proposing measures to monitor the significant effects of implementing the AAP.	
Stage C: Preparing the Sustainability Appraisal Report	
C1: Preparing SA Report.	
Stage D: Consulting on draft AAP and Sustainability Appraisal Report	
D1: Public participation on the SA Report and the draft AAP.	
D2: Assessing significant changes.	
D3: Making decisions and providing information.	
AAP Stage 3: Adoption	
SA stages and tasks	
Stage E: Monitoring the significant effects of implementing the AAP	
E1: Finalising aims and methods for monitoring.	
E2: Responding to adverse effects.	

Plans Policies and Programmes

- 3.1.3 The SA for the Core Strategy undertook a detailed review of the relevant plans and policies for the whole of Hertsmere Borough. All of the international, national, regional and local authority level plans and the conclusions from their review remain valid for the SA of the Elstree Way Corridor AAP (see Appendix B to the Core Strategy Sustainability Appraisal Report November 2011), with the exception of the following changes that have occurred since November 2011:
- The National Planning Policy Framework has been finalised and come into force, superseding all Planning Policy Guidance Notes (PPGs) and Planning Policy Statements

(PPSSs). It emphasises the role of planning in supporting economic development and the presumption in favour of sustainable development;

- The Localism Act 2011 has been enacted, giving communities powers to produce Neighbourhood Plans;
- The Government remains committed to abolishing Regional Spatial Strategies but following legal challenges, this has still not as yet happened;
- The Hertsmere Revised Core Strategy for Submission to the Secretary of State has been subject to Examination in Public. Proposed main modifications to the Core Strategy were set out in a Schedule of Main Modifications that has been consulted on and responses are currently being considered, and supported by an SA.

3.1.4 Listed below are the main plans, policies and programmes that are applicable to the Elstree Way Corridor AAP.

International Plans, Policies and Programmes

Kyoto Protocol to the UN Framework Convention on Climate Change (1998)
 The World Summit in Sustainable Development, Johannesburg (2002)
 Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
 Bonn Convention on Conservation of Migratory Species (1979)
 Conservation of Natural Habitats and Wild Fauna and Flora (Directive 92/43/EC) (The Habitats Directive)
 EC White Paper: Adapting to climate change: Towards a European framework for action 2009
 EU Rural Development Policy 2007-2013
 EU Thematic Strategy on Air Quality (2005)
 Groundwater Directive (GWD) (2006/118/EC)
 Waste Framework Directive (2006/12/EC)
 EU Air Quality Framework Directive (96/62/EC)
 EU Directive to Promote Electricity from Renewable Energy (2001/77/EC)
 EU Water Framework Directive (00/60/EC)
 EU Sustainable Development Strategy 2006
 EU Spatial Development Perspective 1999
 EU Sixth Environmental Action Programme of the European Community 2002-2012
 European Biodiversity Strategy, 1998

National Plans, Policies and Programmes

Securing the Future - UK Sustainable Development Strategy 2005
 Working with the grain of Nature - A biodiversity strategy for England 2002
 UK Climate Change Programme (2006)
 Environment Agency (2001) Water Resources for the Future - A Strategy for England & Wales
 DEFRA (2004) Making space for water: Developing a new Government strategy for flood and coastal erosion risk management in England.
 UK Air Quality Strategy 2007
 DEFRA (2004) The First Soil Action Plan for England: 2004-2006
 Waste Strategy for England (2007, DEFRA)
 Energy White Paper: Our energy Future – creating a low carbon economy
 Saving lives: Our Healthier Nation White Paper
 The Future of Transport – White Paper
 Climate Change Act 2008
 Sustainable Communities – Building for the Future (ODPM 2003)
 Good Practice Guidance on Planning for Tourism (DCLG, 2006)
 National Planning Policy Framework, 2012
 Localism Act 2011

Regional Plans, Policies and Programmes

East of England Plan: Draft revision to the RSS for the East of England

East of England Plan: Report of the Panel – June 2006
East of England Plan: Sustainability Appraisal Report
Our Environment, Our Future: The Regional Environmental Strategy for the East of England (July 2003)
Revised Regional Housing Strategy for the East of England 2005-2010
A Shared Vision: The regional economic strategy for the East of England (2004)
A Housing Strategy for the London Commuter Belt 2005-2008
Sustainable Futures: The Integrated Regional Strategy for the East of England
A Sustainable Development Framework for the East of England (Oct 2001)
Regional Social Strategy: A strategy to achieve a fair and inclusive society
Living with climate change in the East of England (Feb 2003/Sep 2003)
Creating Sustainable Communities In the East of England
Towns and Cities - Strategy and Action Plan: Urban Renaissance

County Plans, Policies and Programmes

Hertfordshire Structure Plan 1991-2011
Hertfordshire Structure Plan Alterations 2001-2016 Deposit Draft Version, February 2003
Hertfordshire Local Transport Plan 2006/07 to 2010/11
Hertfordshire's Local Transport Plan 2006/07 - 2010/11 SEA Report
Hertfordshire Accessibility Planning Strategy 2006/07 - 2010/11
Hertfordshire Economic Development Strategy 2006-2010
A Community Strategy for Hertfordshire 2004-2010
The Hertfordshire Environmental Strategy (June 2001)
Hertfordshire Waste Strategy 2002-2024
Waste Development Plan Issues and Options Paper September 2004
Draft SEA Scoping Report for Hertfordshire's Municipal Waste Management Strategy
Hertfordshire Minerals Local Plan Second Deposit Draft 2003
Enjoy! A cultural strategy for Hertfordshire 2002-2007
Hertfordshire Local Area Agreement
Hertfordshire 2021: A Bright Future (Sustainable Community Strategy)
A 50 Year Vision for the Wildlife and Natural Habitats of Hertfordshire

Local Plans, Policies and Programmes

Hertsmere Revised Core Strategy for Submission to the Secretary of State (November 2011)
Hertsmere Revised Core Strategy for Submission to the Secretary of State Sustainability Appraisal Report (November 2011)
Hertsmere Together Community Strategy First Review 2006-2020
Hertsmere Local Plan 2003
Smile - a cultural and leisure strategy for Hertsmere
Hertsmere Contaminated Land Strategy
Hertsmere Environmental Strategy 2004
Hertsmere Borough Council Best Value Performance Plan 2005-2006
A Corporate Plan for Hertsmere
Crime, disorder and drugs reduction strategy for Hertsmere
Hertsmere Housing Strategy 2004-2007
Hertsmere Supplementary Planning Guidance: Monitoring and Review – Sustainability Indicators (2003)
Hertsmere Air Quality Review
Hertsmere Planning and Design Guidance SPD (2006)
Hertsmere Affordable Housing SPD (2008)
Hertsmere Parking Standards SPD (2008)
Statement of Community Involvement (2006)
Hertsmere Community Strategy 2006-2020

- 3.1.5 Additional documents of specific relevance to the Elstree Way Corridor that have been referenced in the preparation of this SA include:

- Elstree Way Corridor Borehamwood, Planning and Design Brief, June 2003
- Elstree Way Corridor Feasibility Study Final Report, June 2010
- Elstree and Borehamwood Transport Study, Results of Option Testing - EWC Master Plan, April 2011
- Elstree and Borehamwood Transport Study, Results of Option Testing, April 2011

3.2 Elstree Way Corridor: Baseline Conditions

Economic Issues

- 3.2.1 The SAR for the Core Strategy for Submission to the Secretary of State identifies the following Economic Characteristics for the Borough as a whole:

The majority of Hertsmere's population is very mobile, with 60% of people commuting to work outside the area and with a high proportion of the population classed within the professional and management category sector. Hertsmere is a popular location for large employers and small businesses including the service sector, pharmaceutical industries, high technology and telecommunication businesses in particular. It is also an attractive location for warehousing and distribution companies.

Borehamwood has been at the heart of the British Film Industry for the past 80 years. Although the industry declined in the 1970's, BBC TV, Millennium Studios and the HBC owned Elstree Film and Television Studios still operate from Borehamwood. With the resurgence of film and television production in South West Hertfordshire there are significant economic development opportunities for both the local labour force and supporting businesses.

The continued trend away from manufacturing towards service-based industry has also resulted in a local skills shortage. Local businesses are therefore increasingly dependent upon employees from outside of the Borough. Education and re-skilling within the local workforce is growing in importance as a consequence

- 3.2.2 The key Economic Issue for the Borough as a whole is identified within the SAR as Local Skills Shortage. The EWC Feasibility Study identifies that although Hertsmere is a relatively affluent area with low unemployment, good levels of education and low crime, Borehamwood is slightly less affluent. The town has a larger proportion of residents with mid-level qualifications and the proportion of residents with higher managerial and professional jobs is lower than the Borough as a whole. The film and television studios located on the fringes of the AAP are identified as a key contributor to the local economy. Part of Cowley Hill Ward is located within the AAP boundary, to the north of Elstree Way, and is one of the most deprived wards in Hertfordshire.

- 3.2.3 Key points relating to economy and jobs within Borehamwood are summarised in the EWC Feasibility Study as:

- There are a high proportion of people claiming Jobseekers allowance in Borehamwood Cowley Hill;
- Borehamwood Cowley Hill is 4th highest in Hertfordshire for unemployment;
- Hertsmere Borough is a net exporter of labour - with 37% of the resident workforce commuting to London;
- 35% of residents in Borehamwood (the largest proportion) are classed as Blue Collar Enterprise in the Mosaic Consumer Classifications. Blue Collar Enterprise is defined as people who, though not necessarily very well educated, are practical and enterprising in their orientation. Many of them own their home (often a former council property), a car and provide a reliable source of labour to local employers, with a focus on providing comfort and value to family members.

Environmental Issues

- 3.2.4 The SAR for the Core Strategy for Submission to the Secretary of State identifies the following Environmental Characteristics for the Borough as a whole:

80% of Hertsmere is designated Green Belt, most of which is in agricultural use. This has helped to retain the separate character of Hertsmere's towns and villages and has prevented the merging of settlements. The Green Belt provides opportunities for outdoor recreation and sports such as horse riding and cycling, while enhancing the attractiveness of the Borough.

There are two sites of special scientific interest within the Borough at Redwell Woods, and at a former quarry site near South Mimms Castle. In addition there are three nature reserves, three important geological sites and four prescribed ancient monuments.

Hertsmere falls mostly within Watling Chase Community Forest, an initiative by the Countryside Agency and Forestry Commission. It is one of twelve Community Forests that provide access to outdoor sport and recreation.

The main rivers and streams include the River Colne, Catharine Bourne, Mimmshall Brook and Tykes Water. Open waters include Hillfield Park Reservoir, Aldenham Reservoir and lakes at Tyttenhanger and Bowmans Green Farms.

With respect to geology, the northern part of the Borough is underlain by a highly permeable gravel and chalk aquifer, which holds the main groundwater drinking water resource for the area. Elsewhere, the chalk aquifer is protected by clay strata, although it is still permeable in places. The aquifer is highly susceptible to urban pollutants, particularly near the River Colne.

Hertsmere's urban environment is mainly suburban in character, and is predominately contained within the urban areas of Potters Bar, Bushey, Elstree & Borehamwood, and Radlett. There are many buildings of historic interest that contribute to the quality of the built environment, many of which are within the Borough's fifteen conservation areas, including Bushey, Elstree, Shenley, Letchmore Heath and Aldenham.

3.2.5 The key Environmental Issues for the Borough as a whole are identified within the SAR as Motor Vehicle Usage Leading to Associated Congestion, Pressures on Landscape Character, Pressures on Urban Character, Increasing Energy Efficiency and Renewable Energy Sources, Air Quality, Especially on Main Transport Routes, Water Supply and Demand, Reducing Waste and Increasing Recycling, High Susceptibility of the Chalk Aquifer to Pollution, Existence of Nationally and Locally Designated Nature Conservation Sites, and Increasing Greenhouse Gases Emissions (GHG) in Particular CO₂.

3.2.6 The EWC Feasibility study identifies the following key Environmental Issues related to Borehamwood and the EWC:

- The block structure and street pattern of the Elstree Way Corridor concentrate traffic in a limited number of roads with no alternative routes, impeding walking and public transport provision
- There are significant areas of Urban Open Land within and adjacent to the EWC, including Hertswood School to the north and Maxwell Park to the south, although these are not necessarily open to public use
- There is a large amount of fringe open space along the road corridor itself. This provides visual relief and will probably have ecological value. It does not provide, however, adequate space for recreation
- The majority of buildings in the study area and surrounds are low rise, between one and three storeys in height, with only a few buildings higher than this. (Although it is recognised that new development within the Corridor has been predominantly high rise).
- There are three gateway areas or zones of transition; between Eldon Avenue and Shenley Road roundabout; the area around the two mini-roundabouts at Studio Way/ Manor Way; the section of dual carriageway on the approach to the A1. Each of these areas presents a break in character between different segments of the corridor, and offers the opportunity to strengthen identity or provide an enhanced sense of arrival.

- There are no major landmarks or focal points in the study area, however there are a number of small local features or elements of interest.
- Traffic volumes are relatively high along Elstree Way, with an average of 1,600 vehicles eastbound and 2,300 westbound in the AM peak period (0700-1000)
- The area is served by a number of bus routes which provided good connections to the town centre, railway station, and business areas to the east. However stops are spread far apart, and do not relate well to key trip attractors
- Bus stop waiting environments are functional, with shelter, flag, and some timetable information. There is scope to improve the stop environment and the provision of service information.
- Clearly demarcated cycle lanes are provided in both eastbound and westbound directions; some sections are on-road and some off-road. These lanes do not connect into a wider cycle network serving the town. Cycle parking appears to only be provided outside The Venue.
- The pedestrian environment is of a functional quality. Pedestrians are served by footways that are generally wide and with even surfacing (asphalt or concrete pavers). However the pedestrian environment suffers from the high volume of traffic. There is a distinct lack of formal crossing points (one pelican crossing) along Elstree Way and around the Shenley Road roundabout. Frequent vehicle crossovers interrupt the footway.
- Parking and loading all takes place off-street, with parking areas in front of some of the buildings, and the large Council car park located to the north behind the Ibis Hotel and medical centre. Use of the Council car park is shared between Council staff, guests staying at the Ibis Hotel, visitors to The Venue leisure centre, and other users of the town centre and local amenities.

Social Issues

3.2.7

The SAR for the Core Strategy for Submission to the Secretary of State identifies the following Social Characteristics for the Borough as a whole:

The population of Hertsmere stands at 98,700 (mid-2008) an increase of 4.3% from 2001. Although Hertsmere's age structure is similar to the Country as a whole it has a slightly higher population of pensioners and a lower population of people of working age. It is predicted that the population of the Borough will continue to rise reaching 110,000 by 2021.

According to the 2001 Census, 7.5% of Hertsmere's population is not of white UK origin, slightly less than the national average of 7.9% but representative of Hertfordshire. The largest minority groups are Asian, Mixed, Black and Chinese.

Hertsmere is a relatively affluent area with a low crime rate, good education and low unemployment. However it does contain pockets of social deprivation with Borehamwood having some of the most deprived wards in Hertfordshire, while one of the special output areas in Aldenham West ward is one of the least deprived areas in the Country.

In 1999 unemployment in Hertsmere was 1.8% and included considerable local variation with some wards. Borehamwood has the highest unemployment in the Borough at around 4%. Unemployment in Hertsmere in February 2006 was 1.8% compared with the East of England rate of 4.6% and the National rate of 5%

Within a national context, Hertsmere enjoys relatively low crime rates. Hertfordshire as a county has one of the lowest crime rates of all county areas in England and Hertsmere's crime rate is just above the county average. However, crime and the fear of crime are paramount amongst Hertsmere's residents and recent opinion surveys show that reducing crime and the fear of crime are the most important areas for agencies to work together on.

In general terms the health experience of residents of Hertsmere compares favourably with the average across Eastern England. The infant mortality rate is 3.5 per 1000 live births and life expectancy for males is 76 years and for females 81 years (Census, 2001). Nearly 7% of the population describes their health as "not good" compared to the average of more than 9% in England and Wales.

- 3.2.8 The key Social Issues for the Borough as a whole are identified within the SAR as Housing Affordability, Reducing Inequality, Reducing the Fear of Crime, and Population Growth and demographic make-up of Hertsmere's population.
- 3.2.9 The EWC Feasibility study identifies that Borehamwood had a population of 33,311 at the 2001 census. 8.57% of Borehamwood's population is identified as not of white origin, which is higher than the average for the Borough as a whole. The Jewish community in particular is identified as having a particularly high presence in the town. Cowley Hill is identified as in the top 25% of deprived wards in the United Kingdom.

3.3 Elstree Way Corridor AAP: Sustainability Issues

- 3.3.1 By reviewing previous studies, such as the Elstree Way Corridor Feasibility Study (June 2010) and the baseline information about the area as set out above, it is possible to identify the overarching 'Sustainability Issues' that are relevant to the SA process. The following have been identified as the key Sustainability Issues for the AAP:

1. Ensuring an appropriate mix of housing including affordable housing, particularly for young families.
2. Achieving a better balanced sustainable community. There is an oversupply of office accommodation and consideration needs to be given to a balance of residential and other employment generating uses.
3. Combating poverty through the provision of affordable housing, sustainable forms of transport and employment opportunities.
4. Seeking a more efficient use of brownfield land (public sector rationalisation, higher density residential).
5. Improving the public realm / townscape. There exists little sense of place, a dominance of vehicular infrastructure, and no landmark buildings of architectural merit.
6. Increasing access to community infrastructure including green infrastructure.
7. There are high levels of car usage.
8. Improve sustainable transport links, connectivity to the town centre and a need for more bus stops, and cycle parking.

3.4 The SA Framework

- 3.4.1 The Sustainability Objectives identified within the Core Strategy SA (as previously set out in this SA) remain relevant to the EWC AAP. Paragraph 3.133 of the SA Report for the November 2011 submission version of the Core Strategy indicates:

These objectives will form the framework against which all DPDs and SPDs arising from Hertsmere's Local Development Framework will be assessed to evaluate whether or not they are likely to have a significant positive or negative effect and to ensure that the identified social, economic and environmental effects are given due consideration in the plan making process.

- 3.4.2 As a consequence, the SA Framework utilised for the Core Strategy SAR will also be utilised for this SAR. The Framework is provided at **Appendix B**.

4 SA Testing of Alternative Options for the Elstree Way Corridor

4.1 SA of AAP Development Options

4.1.1 The Elstree Way Corridor Feasibility Study carried out by Colin Buchanan in June 2010 on behalf of the major landowners including Hertsmere Borough Council and Herefordshire Council was a thorough assessment of the AAP area which considered a number of options for future growth in the EWC. Those options can be described as:

1. Extending the High Street

- Extending the town centre 'feel' into the AAP area
- Creating town centre like urban form along Elstree Way
- Creation of two new urban squares
- Removal of the Shenley Road roundabout
- 'Taming' of vehicular dominance using Shared Space principles
- Providing continuous and substantial frontages

2. Community Green Links

- Creating a north-south green link and cycle route
- Link Cowley Hill communities in the north to Hillside in the south
- All leisure and learning orientated facilities located off the link – accessible to all communities
- Balanced by east-west improvements along Elstree Way
- Institutional and civic facilities located along Elstree Way
- Improved street environment

3. Step by Step

- Flexible approach with a loosely structured masterplan
- Allowance for a range of uses over time
- Retention of the Shenley Road roundabout initially with potential to remove/realign at a later stage
- Introduction of a secondary street network as sites become available.

4.1.2 The table below assesses the sustainability credentials of these development options.

Table 4.1 SA of AAP Development Options

SA objective	Option 1: Extending the High Street				Option 2: Community Green Links				Option 3: Step by Step			
	Short term	Medium term	Long term	Comments	Short term	Medium term	Long term	Comments	Short term	Medium term	Long term	Comments
1. To improve educational achievement, training and opportunities for lifelong learning and employability	?	+	+	The re-provision of Oaklands College would help to improve educational opportunities, depending on the timing of the re-provision.	?	+	+	The re-provision of Oaklands College would help to improve educational opportunities, depending on the timing of the re-provision.	?	?	+	The re-provision of Oaklands College would eventually help to improve educational opportunities.
2. To ensure ready access to essential services and facilities for all residents	+	+	+	Provision of a 'blue light' centre and other community infrastructure facilities clustered around the civic centre would help to improve access to services and facilities, depending on the timing of the provision.	+	+	+	Provision of a 'blue light' centre and other community infrastructure facilities clustered around the civic centre would help to improve access to services and facilities, depending on the timing of the provision.	?	?	+	Provision of a 'blue light' centre and other community infrastructure facilities clustered around the civic centre would eventually help to improve access to services and facilities.
3. To improve the quality and affordability of housing	+	+	+	Redevelopment of existing sites for residential development is already under way and is contributing to the quality and affordability of housing. This would continue under this option.	+	+	+	Redevelopment of existing sites for residential development is already under way and is contributing to the quality and affordability of housing. This would continue under this option.	+	+	+	Redevelopment of existing sites for residential development is already under way and is contributing to the quality and affordability of housing. This would continue under this option.
4. To reduce poverty and social exclusion and promote equality of opportunities	0	0	0	Whilst east-west links are improved there are no specific north-south links provided to the communities of Cowley Hill or Hillside that improve social inclusion.	?	+	+	This scheme would provide improved links to Cowley Hill communities in the north and Hillside communities to the south.	?	?	+	The eventual introduction of a secondary street network could help to improve links to Cowley Hill communities in the north and Hillside communities to the south.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	0	0	No specific crime reduction measures have been incorporated at this stage.	?	+	+	Proposed open spaces have been located to ensure they are vibrant and where possible have natural surveillance.	0	0	0	No specific crime reduction measures have been incorporated at this stage.
6. To improve population's health and reduce inequalities both geographically and demographically	?	+	+	A new medical centre is proposed as part of this option, which would improve healthcare provision.	?	+	+	A new community hub including PCT is proposed as part of this option, which would improve healthcare provision.	?	?	+	A new medical centre is proposed as part of this option, which would improve healthcare provision, but there would be uncertainty as to when this would occur.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+	+	+	Redevelopment and refurbishment of existing sites and buildings, as well as more efficient use of land, will help to ensure that previously developed land and buildings are utilised over the use of Greenfield sites.	+	+	+	Redevelopment and refurbishment of existing sites and buildings, as well as more efficient use of land, will help to ensure that previously developed land and buildings are utilised over the use of Greenfield sites.	?	+	+	Redevelopment and refurbishment of existing sites and buildings, as well as more efficient use of land, will help to ensure that previously developed land and buildings are utilised over the use of Greenfield sites.
8. To reduce contamination and safeguard soil quality and quantity	+	+	+	The re use of previously developed land will address land and soil contamination issues.	+	+	+	The re use of previously developed land will address land and soil contamination issues.	?	+	+	The re use of previously developed land will address land and soil contamination issues.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	+	+	+	Enhanced visitor facilities for Elstree Studios are proposed as part of this option, as is an improved setting to the war memorial.	+	+	+	Enhanced visitor facilities for Elstree Studios are proposed as part of this option, as is an improved setting to the war memorial.	?	?	+	Enhanced visitor facilities for Elstree Studios are proposed as part of this option.
10. To maintain and enhance the quality of countryside and landscape	0	0	0	The AAP is not situated in a countryside location.	0	0	0	The AAP is not situated in a countryside location.	0	0	0	The AAP is not situated in a countryside location.
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	?	+	+	The removal of the Shenley Road roundabout will improve non-vehicular access along Elstree Way, depending on the timing of the removal.	+	+	+	The provision of north-south pedestrian and cycleway links and enhancements east-west along Elstree Way will help to improve options for non-vehicular travel within the Elstree Way corridor.	0	0	0	This option would make limited improvements to non-vehicular access along Elstree Way.

SA objective	Option 1: Extending the High Street				Option 2: Community Green Links				Option 3: Step by Step			
	Short term	Medium term	Long term	Comments	Short term	Medium term	Long term	Comments	Short term	Medium term	Long term	Comments
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	0	0	Maxwell Park (in and to the south of the AAP) and the grounds of Holmshill School, Meadow Park and the grounds of St Theresa's School (to the north of the AAP) are designated as Urban Open Land Areas in the Hertsmere Local Plan and could support wildlife interest. The proposals would retain and potentially enhance these sites.	0	+	+	Maxwell Park (in and to the south of the AAP) and the grounds of Holmshill School, Meadow Park and the grounds of St Theresa's School (to the north of the AAP) are designated as Urban Open Land Areas in the Hertsmere Local Plan and could support wildlife interest. The proposals would retain and potentially enhance these sites. Additional Green Infrastructure could also provide further opportunities for biodiversity enhancement.	0	0	0	Maxwell Park (in and to the south of the AAP) and the grounds of Holmshill School, Meadow Park and the grounds of St Theresa's School (to the north of the AAP) are designated as Urban Open Land Areas in the Hertsmere Local Plan and could support wildlife interest. The proposals would retain and potentially enhance these sites.
13. To improve the quality of surface and ground waters	-	0	0	There is the potential for adverse impacts to surface and ground water during the construction period and therefore in the short term.	-	0	0	There is the potential for adverse impacts to surface and ground water during the construction period and therefore in the short term.	-	0	0	There is the potential for adverse impacts to surface and ground water during the construction period and therefore in the short term.
14. To minimise water consumption	?	?	?	There is insufficient information at this stage to assess likely levels of water consumption.	?	?	?	There is insufficient information at this stage to assess likely levels of water consumption.	?	?	?	There is insufficient information at this stage to assess likely levels of water consumption.
15. To minimise the risk of flooding taking account of climate change	0	0	0	Development is unlikely to increase flood risk.	0	0	0	Development is unlikely to increase flood risk.	0	0	0	Development is unlikely to increase flood risk.
16. To improve local air quality (AQ)	?	+	+	Improvements to Elstree Road and its junctions, particularly the removal of the Shenley Road roundabout, are likely to improve traffic flows. In combination with the provision of sustainable transport links, air pollution will be reduced.	?	+	+	Improvements to Elstree Road and its junctions, particularly the removal of the Shenley Road roundabout, are likely to improve traffic flows. In combination with the provision of sustainable transport links, air pollution will be reduced.	?	?	?	It is unclear if the proposal will reduce traffic flows and therefore improve AQ.
17. To reduce greenhouse gas emissions (GGE)	?	+	+	Reduction in traffic may reduce GGE. High density residential development may lead to an increase in GGE, however provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel, potentially reducing GGE.	?	+	+	Reduction in traffic may reduce GGE. High density residential development may lead to an increase in GGE, however provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel, potentially reducing GGE.	0	0	0	It is unclear if this option will reduce traffic flows and consequently reduce greenhouse gas emissions. High density residential development may lead to an increase in GGE, however provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel, potentially reducing GGE.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	0	+	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.	0	0	+	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.	?	?	?	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	-	-	New development will generate waste during construction and operation.	-	-	-	New development will generate waste during construction and operation.	-	-	-	New development will generate waste during construction and operation.
20. To provide a prosperous, balanced and stable economy	+	+	+	Whilst there will be an overall loss of employment land within the AAP area, this option allows for a range of employment opportunities and the delivery of a sustainable mixed community, which will contribute to the local economy.	+	+	+	Whilst there will be an overall loss of employment land within the AAP area, this option allows for a range of employment opportunities and the delivery of a sustainable mixed community, which will contribute to the local economy.	?	?	+	Whilst there will be an overall loss of employment land within the AAP area, this option allows for some employment opportunities over time and the delivery of a sustainable mixed community, which will contribute to the local economy.
21. To sustain and enhance the viability and vitality of town centres	+	+	+	The rationale for this option is to extend the town centre feel and urban form along Elstree Road, enhancing the vitality of the AAP area.	+	+	+	This option would improve the approach to and therefore the vitality of the town centre.	0	0	+	Over the longer term this option may make improvements to the vitality of the town centre.

Key to Symbols:	+ broadly compatible	- possible conflict	0 neutral	? uncertain or insufficient information
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4.2 Summary of the Assessment

4.2.1 The assessment shows that all of the Options display adverse impacts in relation to:

- Construction impacts on surface water and groundwater.
- Construction activities having the potential to liberate contaminants.
- Increased energy consumption over the short, medium and long term.
- Increased greenhouse gas emissions.
- Increased generation of waste.

4.2.2 Notwithstanding, these are impacts associated with any mixed use development scenario and must be balanced against the positive impacts arising relating to:

- Increased access to services and social and community infrastructure.
- Quality of housing choice including affordable housing.
- The re-use of previously developed land.
- Improvements to Townscape.
- Some potential employment opportunities.
- Proximity to the town centre.

4.2.3 Option 1 performs poorly in terms of social inclusion given that it does not promote links to the Cowley Hill or Hillside areas. Option 3 performs poorly in terms of improving traffic flows. Notably, the preferred option as set out in the AAP, which is a combination of these alternatives, seeks to address these weaknesses.

5 Compatibility Between AAP Objectives and SA Objectives

5.1.1 Policy CS22 of the Core strategy, which seeks to promote civic, employment, community and residential uses within the EWC, was previously subject to SA/SEA testing and found to perform well against sustainability objectives. The AAP now sets out a number of more detailed objectives for the EWC. This section of the document considers the AAP Objectives against the overarching SA Objectives, as set out below.

1. Provide improved and coordinated facilities for the delivery of a range of services to the public.
2. Improve the physical appearance of this important gateway into the town.
3. Link the commercial area of Borehamwood with the town centre.
4. Release land for a range of uses and help meet the Borough's future residential development land need.
5. Provide certainty and guidance to both landowners and developers.
6. Promote sustainable development.

5.1.2 The table below appraises the compatibility of the AAP Objectives against SA Objectives.

Table 5.1 – Compatibility Matrix

SA objective				AAP Objectives					
				1	2	3	4	5	6
1. To improve educational achievement, training and opportunities for lifelong learning and employability				+	0	+	0	0	+
2. To ensure ready access to essential services and facilities for all residents				+	0	+	+	+	+
3. To improve the quality and affordability of housing				0	0	0	+	+	+
4. To reduce poverty and social exclusion and promote equality of opportunities				+	0	+	+	+	+
5. To reduce and prevent crime, fear of crime and anti-social behaviour				+	+	0	+	+	+
6. To improve population's health and reduce inequalities both geographically and demographically				+	+	+	0	0	+
7. To make the most efficient use of previously land developed land and existing buildings before Greenfield sites				+	+	0	+	+	+
8. To reduce contamination and safeguard soil quality and quantity				0	0	0	0	0	+
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community				+	+	0	0	0	+
10. To maintain and enhance the quality of countryside and landscape				0	0	0	0	0	+
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes				+	0	+	0	0	+
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale				0	0	0	0	0	+
13. To improve the quality of surface and ground waters				0	0	0	0	0	+
14. To minimise water consumption				0	0	0	0	0	+
15. To minimise the risk of flooding taking account of climate change				0	0	0	+	+	+
16. To improve local air quality				0	0	+	0	0	+
17. To reduce greenhouse gas emissions				0	0	+	0	0	+
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy				0	0	0	+	+	+
19. To reduce the generation of waste and encourage re-use and recycling of waste				0	0	0	0	0	+
20. To provide a prosperous, balanced and stable economy				+	+	+	+	+	+
21. To sustain and enhance the viability and vitality of town centres				+	+	+	+	+	+
Key to Symbols:		+	broadly compatible	–	possible conflict	0	neutral	?	uncertain or insufficient information

5.1.3

From the comparison set out above it is noted that no conflict arises between the AAP Objectives and the Sustainability Objectives. The following comments can be made against each of the AAP Objectives:

- 1. Provide improved and coordinated facilities for the delivery of a range of services to the public.** The co-location and concentration of public services within the AAP ensures compatibility with Sustainability Objectives.
- 2. Improve the physical appearance of this important gateway into the town.** Improved public realm and good design will contribute positively to Sustainability Objectives.
- 3. Link the commercial area of Borehamwood with the town centre.** Providing sustainable transport links between the employment / commercial area of Borehamwood and the town centre will contribute positively to Sustainability Objectives.

4. Release land for a range of uses and help meet the Borough's future residential development land needs. Provision of a range of different land uses within the AAP, including residential development to help meet future housing needs in the Borough, will contribute positively to Sustainability Objectives. The loss of employment land will need to be carefully balanced against the other positive overall benefits of the AAP.

5. Provide certainty and guidance to both landowners and developers. Providing certainty will potentially lead to the delivery of comprehensive well planned development which will contribute positively to a range of Sustainability Objectives.

6. Promote sustainable development. The promotion of sustainable development within the AAP will help to achieve the Sustainability Objectives.

6 Assessment of the Significant Effects of the Area Action Plan Strategic Vision and Policies

6.1 Introduction

6.1.1 This section of the report sets out the assessment of the draft AAP policies.

6.1.2 Existing SA guidance recognises that the most familiar form of SA prediction and evaluation is generally broad-brush and qualitative. It is recognised that quantitative predictions are not always practicable and broad-based and qualitative predictions can be equally valid and appropriate. Examples of the prediction and evaluation techniques for assessing significance of effects are expert judgement, dialogue with stakeholders and public participation, geographical information systems, reference to legislation and regulations and environmental capacity.

6.1.3 The results of the detailed assessment of the potential effects predicted to arise as a result of the implementation of the AAP policies are set out in the tables below. This is followed by a brief commentary on the effects, highlighting any of significance. The assessment of effects is denoted using the following system of symbols:

+++	Strongly positive
++	Moderately positive
+	Slightly positive
0	No effect
-	Slightly negative
--	Moderately negative
---	Strongly negative
+/-	Combination of positive and negative effects / neutral effect

6.1.4 For the purposes of analysing the results of the assessment, significant effects are those which result in 'strongly positive' or 'strongly negative' effects.

6.1.5 In some cases a '0 No effect' may be attributed in the assessment because the SA Objective is not relevant to the particular policy. In these circumstances no commentary is necessary.

6.2 Assessment Tables

6.2.1 The Strategic Vision and the AAP policies are assessed in the tables below.

AAP Strategic Vision

The redevelopment of the Elstree Way Corridor will provide at least 800 residential units and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenure, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	+	There is the potential for the provision of some 1,500 sq. m of educational provision in the AAP. This could link to other educational uses envisaged for areas adjacent to the EWC such as the proposed University Technical College at Adecco House off Elstree Way / Studio Way. There is also the potential for training opportunities to arise associated with the civic / community / employment uses within the AAP area.
2. To ensure ready access to essential services and facilities for all residents	+++	Delivery of the Vision will give rise to improved / co-located essential community services and improved levels of public transport. Greater connectivity to the town centre will give residents access to a range of other facilities and services.
3. To improve the quality and affordability of housing	+++	The redevelopment of existing sites for residential development is already under way and is contributing to the quality and affordability of housing. Delivery of the 800 residential units set out in the Vision would continue this positive contribution.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	Slightly positive effect through – i) Greater connectivity via improved public transport options giving residents better access the town centre. ii) North-south links provided to the communities of Cowley Hill and Hillside will help to improve social inclusion iii) Provision of more affordable housing.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	++	Whilst no specific crime reduction measures have been incorporated at this stage, appropriate design and orientation of buildings and open spaces will ensure they are vibrant and where possible have natural surveillance. The AAP sets out design requirements to increase safety and security but does not contain a specific policy associated with crime reduction.
6. To improve population's health and reduce inequalities both geographically and demographically	0	Potential to experience improvements through reduction in vehicle movements, improved housing stock and greater access to community facilities.
7. To make the most efficient use of previously developed land (PDL) and existing buildings before Greenfield sites	+++	The AAP seeks the redevelopment of PDL to provide for sustainable mixed communities and in a sustainable location.
8. To reduce contamination and safeguard soil quality and quantity	+/-	Construction activities may have the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and through the Development Management process and application of Policy CS15 of the Core Strategy, development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	+	There are no major landmarks or focal points in the AAP area but there are a number of local features such as the war memorial and Elstree Film studios. These features will be protected and potentially enhanced. Generally the AAP will seek improvements to the existing townscape.
10. To maintain and enhance the quality of countryside and landscape	0	The Elstree Way corridor is in a developed location and thus there are no obvious effects.
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	The removal of the Shenley Road roundabout will improve non-vehicular access along Elstree Way, depending on the timing of the removal. The provision of north-south pedestrian and cycleway links and enhancements east-west along Elstree Way will help to improve options for non-vehicular travel within the EWC. Improved bus services will further improve access to sustainable modes of transport.
12. To protect and enhance wildlife and habitats	0	There are no international, national or local wildlife designations within the AAP area. Maxwell Park (in and to the

AAP Strategic Vision

The redevelopment of the Elstree Way Corridor will provide at least 800 residential units and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenure, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.

SA objective	Impact	Commentary
which are important on an international, national and local scale		south of the AAP) and the grounds of Holmshill School, Meadow Park and the grounds of St Theresa's School (to the north of the AAP) are designated as Urban Open Land Areas in the Hertsmere Local Plan and could support wildlife interest. The proposals would retain and potentially enhance these sites. Additional Green Infrastructure could also provide further opportunities for biodiversity enhancement.
13. To improve the quality of surface and ground waters	+/-	There is the potential for adverse impacts to surface and ground water during the construction period and therefore in the short term.
14. To minimise water consumption	0	There is the potential for increased water consumption through higher density development. Whilst there is insufficient information at this stage to assess likely levels of water consumption it is considered that it would not lead to a significant negative effect.
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. Implementation of the AAP is unlikely to increase flood risk.
16. To improve local air quality (AQ)	+/-	Increased levels of development will bring growth to the area, an increased population and the likelihood of additional traffic. However, improvements to Elstree Road and its junctions, particularly the removal of the Shenley Road roundabout, are likely to improve traffic flows. In combination with the provision of sustainable transport links, there may be the potential for air quality to be improved.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	++	There will be an overall loss of employment land within the EWC area. Notwithstanding, the AAP seeks the retention of existing employment and allows for some employment opportunities over time and ultimately the delivery of a sustainable mixed community which will contribute to the local economy. The AAP area is situated adjacent to existing employment allocations.
21. To sustain and enhance the viability and vitality of town centres	++	The AAP will seek to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

Policy EWC1: Development Strategy

Development proposals in the Elstree Way Corridor should:

- a. Provide safe and convenient access to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing;**
- b. Have a design and layout that minimises opportunities for crime;**
- c. Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design;**
- d. Be of a high quality design that contributes to improvements in the quality of the townscape;**
- e. Facilitate the required highways and public realm improvements;**
- f. Provide a high quality landscape framework for the development and its immediate setting; and,**
- g. Provide an appropriate level of Affordable Housing in accordance with Core Strategy Policy CS4.**

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	++	The policy will seek to provide good access to public spaces, facilities and public transport.
3. To improve the quality and affordability of housing	++	The policy seeks the provision of affordable housing.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	The policy will provide greater connectivity via improved public transport options giving residents better access to the town centre and make provision for more affordable housing.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	+	The policy seeks design and layout of new development that minimises opportunities for crime.
6. To improve population's health and reduce inequalities both geographically and demographically	0	Potential to experience improvements through reduction in vehicle movements, improved housing stock and greater access to community facilities.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+++	The AAP seeks the redevelopment of PDL to provide for sustainable mixed communities and in a sustainable location.
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	++	The policy seeks improvements to the quality of townscape and public realm.
10. To maintain and enhance the quality of countryside and landscape	+	The policy seeks to provide a high quality landscape framework for the development and its immediate setting.
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	Seeks improved access to public transport.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	

Policy EWC1: Development Strategy

Development proposals in the Elstree Way Corridor should:

- a. Provide safe and convenient access to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing;**
- b. Have a design and layout that minimises opportunities for crime;**
- c. Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design;**
- d. Be of a high quality design that contributes to improvements in the quality of the townscape;**
- e. Facilitate the required highways and public realm improvements;**
- f. Provide a high quality landscape framework for the development and its immediate setting; and,**
- g. Provide an appropriate level of Affordable Housing in accordance with Core Strategy Policy CS4.**

SA objective	Impact	Commentary
14. To minimise water consumption	0	There is the potential for increased water consumption through development. Whilst there is insufficient information at this stage to assess likely levels of water consumption it is considered that it would not lead to a significant negative effect.
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	+ /-	Growth of the local population is likely to increase traffic levels. Through improvements to the highway network the provision of sustainable transport links, there may be the potential for air pollution to be reduced.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	+	The policy seeks recycling and the reduction of waste through good design.
20. To provide a prosperous, balanced and stable economy	+	The policy seeks the delivery of a safe and sustainable mixed use community which in turn has the potential to contribute to a prosperous and balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	+	The policy seeks improved public realm, townscape and access to public transport which will link to the Town Centre.

Policy EWC2: Comprehensive Development

All development should contribute towards realising the vision of the area as set out in this Area Action Plan. Proposals for development that would prejudice the comprehensive restructuring of the area will be refused.

The Council's preference is for sites to be brought forward together. Proposals for new development will be judged against the following principles to secure the optimum use of land in the long term:

- a. All development must be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible;
- b. General building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan;
- c. The design and layout of new development should not inhibit positive management of land and buildings. Arrangements for future management should be put in place in appropriate schemes; and,
- d. Development should be accessible by a range of transport options, including passenger transport.

In particular, building development will be permitted if it:

- e. Makes optimum use of the land available, whether in terms of site coverage or height; or
- f. Contributes towards or provides for the reasonable sharing of facilities, such as off street car parking; or
- g. Does not prevent other land coming forward for development in the future; or
- h. Helps to achieve a comprehensively planned development framework.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	+	The policy seeks the delivery of co-ordinated and comprehensive redevelopment to maximise the potential of the area to deliver a sustainable mixed community, including access to public transport options and other services and facilities.
3. To improve the quality and affordability of housing	+	The policy seeks the delivery of comprehensive redevelopment of the area including open market and affordable housing.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	Comprehensive redevelopment of the EWC will allow for increased access to essential facilities through improving transport linkages in the area, and improving services. This will enhance accessibility to services, facilities and potentially job opportunities for those without access to a private car.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+++	The policy seeks the comprehensive redevelopment of the area maximising the potential to deliver a sustainable mixed community on previously developed land.

Policy EWC2: Comprehensive Development

All development should contribute towards realising the vision of the area as set out in this Area Action Plan. Proposals for development that would prejudice the comprehensive restructuring of the area will be refused.

The Council's preference is for sites to be brought forward together. Proposals for new development will be judged against the following principles to secure the optimum use of land in the long term:

- a. All development must be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible;**
- b. General building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan;**
- c. The design and layout of new development should not inhibit positive management of land and buildings. Arrangements for future management should be put in place in appropriate schemes; and,**
- d. Development should be accessible by a range of transport options, including passenger transport.**

In particular, building development will be permitted if it:

- e. Makes optimum use of the land available, whether in terms of site coverage or height; or**
- f. Contributes towards or provides for the reasonable sharing of facilities, such as off street car parking; or**
- g. Does not prevent other land coming forward for development in the future; or**
- h. Helps to achieve a comprehensively planned development framework.**

SA objective	Impact	Commentary
8. To reduce contamination and safeguard soil quality and quantity	+/-	High density development has the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and ultimately development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	The provision of a mixed use community in this sustainable location will provide access to close by facilities. Improved cycle, walking and public transport facilities will contribute towards a modal shift to more sustainable forms of transport.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	

Policy EWC2: Comprehensive Development

All development should contribute towards realising the vision of the area as set out in this Area Action Plan. Proposals for development that would prejudice the comprehensive restructuring of the area will be refused.

The Council's preference is for sites to be brought forward together. Proposals for new development will be judged against the following principles to secure the optimum use of land in the long term:

- a. All development must be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible;
- b. General building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan;
- c. The design and layout of new development should not inhibit positive management of land and buildings. Arrangements for future management should be put in place in appropriate schemes; and,
- d. Development should be accessible by a range of transport options, including passenger transport.

In particular, building development will be permitted if it:

- e. Makes optimum use of the land available, whether in terms of site coverage or height; or
- f. Contributes towards or provides for the reasonable sharing of facilities, such as off street car parking; or
- g. Does not prevent other land coming forward for development in the future; or
- h. Helps to achieve a comprehensively planned development framework.

SA objective	Impact	Commentary
14. To minimise water consumption	0	There is the potential for increased water consumption through development. Whilst there is insufficient information at this stage to assess likely levels of water consumption it is considered that it would not lead to a significant negative effect.
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. Implementation of the AAP is unlikely to increase flood risk.
16. To improve local air quality (AQ)	+/-	Growth of the local population is likely to increase traffic levels. Through improvements to the highway network and the provision of sustainable transport links, there is the potential for air pollution to be reduced.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New high density development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	+	The policy seeks the delivery of a sustainable mixed use community which in turn has the potential to contribute to a prosperous and balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	+	The AAP will seek to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

Policy EWC3: Housing Density and Distribution

At least 800 dwellings will be provided across the EWC. Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.

Density ranges are shown for all development zones in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development zone. Developments should be designed to take account of the amenity of adjacent sites.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	0	
3. To improve the quality and affordability of housing	+++	Delivery of the 800 residential units will provide for wider a wider range of housing choice including open market and affordable housing.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	The provision of affordable housing and access to a range of community facilities will contribute towards reducing poverty and social exclusion.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	++	Residential development will form part of a sustainable mixed community, delivered on previously developed land.
8. To reduce contamination and safeguard soil quality and quantity	+/-	High density development has the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and ultimately development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	The provision of a mixed use community in this sustainable location will provide access to close by facilities. Improved cycle, walking and public transport facilities and access to the railway station will contribute towards a modal shift to more sustainable forms of transport.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	New development will be required to ensure there is no adverse impact on ground waters and incorporate appropriate surface water drainage.
14. To minimise water consumption	+/-	There is the potential for increased water consumption through high density residential development. Whilst there is insufficient information at this stage to assess likely levels of water consumption it is considered that it would not lead to a significant negative effect.

Policy EWC3: Housing Density and Distribution

At least 800 dwellings will be provided across the EWC. Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.

Density ranges are shown for all development zones in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development zone. Developments should be designed to take account of the amenity of adjacent sites.

SA objective	Impact	Commentary
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development is unlikely to increase flood risk.
16. To improve local air quality (AQ)	+/-	Growth of the local population is likely to increase traffic levels. Through improvements to the highway network and the provision of sustainable transport links, there is the potential for air pollution to be reduced.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New residential development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New high density development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	+	The provision of new housing and addition of new residents to the area will have the potential to contribute to a prosperous and balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	+	The addition of new residents to the area and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre.

Policy EWC4: Housing Mix

A mix of types of homes will be provided within the Elstree Way Corridor. Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion (approximately 30%) of 3 bed units.

Flatted development will take place along Elstree Way and houses will be developed where new development meets the existing residential areas of Shenley Road and Bullhead Road.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	0	
3. To improve the quality and affordability of housing	+++	Delivery of a mix of residential units will provide for a wider range of housing choice including open market and affordable housing.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	The provision of affordable housing and access to a range of community facilities will contribute towards reducing poverty and social exclusion.
5. To reduce and prevent crime, fear of crime and	0	

Policy EWC4: Housing Mix

A mix of types of homes will be provided within the Elstree Way Corridor. Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion (approximately 30%) of 3 bed units.

Flatted development will take place along Elstree Way and houses will be developed where new development meets the existing residential areas of Shenley Road and Bullhead Road.

SA objective	Impact	Commentary
anti-social behaviour		
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	0	
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	The provision of a mix of housing to a range of family types will provide access to close by facilities. Improved cycle, walking and public transport facilities and access to the railway station will contribute towards a modal shift to more sustainable forms of transport.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	0	
17. To reduce greenhouse gas emissions (GGE)	0	
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	The provision of new housing and addition of new residents to the area will have the potential to contribute to a prosperous and balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	+	The addition of new residents to the area and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre.

Policy EWC5: Supporting Community Facilities

All new development will be required to make provision or support improved and additional community facilities. Particular locations to accommodate new/improved community facilities are identified:

- a) Provision of a new police front desk at the Civic Centre**
- b) Retention of the Civic Centre**
- c) Retention of a fire station within the Elstree Way Corridor**
- d) Borehamwood Library and Maxwell Community Centre will be re-provided on Shenley Road.**
- e) Maxwell Park**

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	+	There is the potential for the provision of some 1,500 sq. m of educational provision in the AAP. This could link to other educational uses envisaged for areas adjacent to the EWC such as the proposed University Technical College at Adecco House off Elstree Way / Studio Way. There is also the potential for training opportunities to arise associated with the civic / community / employment uses within the AAP area.
2. To ensure ready access to essential services and facilities for all residents	+++	The policy seeks the retention of / improved co-located essential community services, improved levels of public transport and green infrastructure. Greater connectivity to the town centre will give residents access to a range of other facilities and services.
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	+	There is the potential for positive effects to arise through access to improved community facilities, affordable housing and some employment opportunities.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	+	The provision of a new police front desk will contribute positively to this objective.
6. To improve population's health and reduce inequalities both geographically and demographically	+	Potential levels of improvement through improved co-located essential community services, improved levels of public transport and green infrastructure.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	+	New facilities will be located on previously developed land.
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	Co-location of services and high density residential development within the AAP area will help to reduce car use.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground	0	

Policy EWC5: Supporting Community Facilities

All new development will be required to make provision or support improved and additional community facilities. Particular locations to accommodate new/improved community facilities are identified:

- a) Provision of a new police front desk at the Civic Centre**
- b) Retention of the Civic Centre**
- c) Retention of a fire station within the Elstree Way Corridor**
- d) Borehamwood Library and Maxwell Community Centre will be re-provided on Shenley Road.**
- e) Maxwell Park**

SA objective	Impact	Commentary
waters		
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	+	Co-location of services and high density residential development within the AAP has the potential to reduce car use and improve local air quality.
17. To reduce greenhouse gas emissions (GGE)	+/-	Development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel, potentially reducing GGE.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	++	The provision of new community facilities will contribute to the delivery of a sustainable mixed community and a balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	++	The provision of additional services will contribute to the overall balance of uses in the town centre and enhance its viability and vitality.

Policy EWC6: Transport and Accessibility

Development should improve connectivity into and out of the area. Development proposals must not prejudice the outlined transport and movement improvements.

The Council, Highways Authority, developers and other partners will work in partnership to foster an attractive, safer and more legible environment for pedestrians, cyclists, public transport users and vehicles. All development should:

- a) Work in accordance with the Hertfordshire Local Transport Plan and Elstree and Borehamwood Urban Transport Plan.**
- b) Improve pedestrian connections and minimise the risk of conflicts between various road users.**
- c) Contribute towards the finding of the highway improvements set out in paragraph 5.2.**
- d) Implement and establish safe pedestrian and cycle crossings**
- e) Implement improvements to the cycle network along the corridor linking to the Borough Greenway network, including new/enhanced signage and, improved public cycle storage and racks. Cycle parking will be required in all residential developments.**

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	+	The policy seeks to ensure access (through sustainable transport options and improved connectivity) to a range of essential community services within the AAP area and the Town Centre.
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	+	Improved connectivity and access to community services and facilities contribute positively to this objective.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	0	Improved levels of sustainable forms of transport and reductions in car use can lead to some health benefits.
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	0	
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	++	Improvements to the pedestrian environment and the levels of sustainable forms of transport will contribute positively to this objective. The removal of the Shenley Road Roundabout and replacement with signalised junctions will improve pedestrian and cycle movement and enable better management of traffic flow across the network.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground	0	

Policy EWC6: Transport and Accessibility

Development should improve connectivity into and out of the area. Development proposals must not prejudice the outlined transport and movement improvements.

The Council, Highways Authority, developers and other partners will work in partnership to foster an attractive, safer and more legible environment for pedestrians, cyclists, public transport users and vehicles. All development should:

- a) Work in accordance with the Hertfordshire Local Transport Plan and Elstree and Borehamwood Urban Transport Plan.**
- b) Improve pedestrian connections and minimise the risk of conflicts between various road users.**
- c) Contribute towards the finding of the highway improvements set out in paragraph 5.2.**
- d) Implement and establish safe pedestrian and cycle crossings**
- e) Implement improvements to the cycle network along the corridor linking to the Borough Greenway network, including new/enhanced signage and, improved public cycle storage and racks. Cycle parking will be required in all residential developments.**

SA objective	Impact	Commentary
waters		
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	+/-	Growth of the local population is likely to increase traffic levels. Through improvements to the highway network and the provision of sustainable transport links, there is the potential for associated local air pollution to be reduced.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	Enhanced levels of connectivity (from both within and outside of the AAP) to the Town Centre will help to make a positive contribution to this objective.
21. To sustain and enhance the viability and vitality of town centres	+	Enhanced connectivity and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre

Policy EWC7: Public Realm and Townscape

All new development will be required to make a positive contribution to the quality of the public realm. Development must:

- a. Promote active building frontages that contribute to the public realm visually and functionally by providing active building frontages and ground floor uses that face onto the public realm, including new and improved building frontages;**
- b. Emphasise the points of arrival into the town centre through innovative surface redesign and improved pedestrian crossings;**
- c. Respect public open spaces and streets by ensuring that building forms are appropriately scaled to their context and do not provide excessive overshadowing;**
- d. Accommodate a range of functions and activities within the public spaces;**
- e. Help reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design with bolder designs along principal routes and spaces and designs of a more intimate nature along secondary routes;**
- f. Utilise the most suitable, durable and high quality materials available within the public realm, with special attention to detail and future maintenance requirements; and**
- g. Specify management and maintenance regimes for areas of the public realm.**

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	+	The policy includes a requirement for development to include a range of functions and activities within public spaces.
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	0	
5. To reduce and prevent crime, fear of crime and anti-social behaviour	+	The policy includes measures such that the design of new buildings, accesses and public spaces will need to incorporate appropriate measures (such as appropriate orientation and surveillance) to ensure that a safe built environment is delivered.
6. To improve population's health and reduce inequalities both geographically and demographically	+	The provision of high quality buildings and functioning open spaces will contribute to a feeling of well-being for the residents of the area and brings some positive health benefits.
7. To make the most efficient use of previously (PDL) developed land and existing buildings before Greenfield sites	+++	Development will be sited on PDL.
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	+/-	The policy seeks the delivery of a high quality public realm and townscape. The presence of specific features of cultural heritage interest is not acknowledged in the policy.
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	The provision of improved public realm, public spaces and pedestrian access ways and crossings has the potential to increase usage of the area by residents and reduce use of the private car.

Policy EWC7: Public Realm and Townscape

All new development will be required to make a positive contribution to the quality of the public realm. Development must:

- a. Promote active building frontages that contribute to the public realm visually and functionally by providing active building frontages and ground floor uses that face onto the public realm, including new and improved building frontages;**
- b. Emphasise the points of arrival into the town centre through innovative surface redesign and improved pedestrian crossings;**
- c. Respect public open spaces and streets by ensuring that building forms are appropriately scaled to their context and do not provide excessive overshadowing;**
- d. Accommodate a range of functions and activities within the public spaces;**
- e. Help reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design with bolder designs along principal routes and spaces and designs of a more intimate nature along secondary routes;**
- f. Utilise the most suitable, durable and high quality materials available within the public realm, with special attention to detail and future maintenance requirements; and**
- g. Specify management and maintenance regimes for areas of the public realm.**

SA objective	Impact	Commentary
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	
16. To improve local air quality (AQ)	0	
17. To reduce greenhouse gas emissions (GGE)	0	
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	Enhanced public realm and increased usage has the potential to deliver a well-functioning sustainable mixed community.
21. To sustain and enhance the viability and vitality of town centres	+	The policy will seek to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

Policy EWC8: Building Heights

Development proposals are to adhere to general building heights as indicated on Figure 5. Development must contain a variation to add interest and variety to development. Buildings fronting onto Elstree Way should have a general height of between 5-6 storeys. Buildings not fronting Elstree Way should have lower general heights of 3-4 storeys. Buildings of between and 1-2 storeys are limited to ancillary buildings, such as kiosks and cafes, and residential developments adjoining the rear of properties on Shenley Road.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	0	
3. To improve the quality and affordability of housing	++	Delivery of the 800 residential units of differing types will provide for wider a wider range of housing choice including open market and affordable housing.
4. To reduce poverty and social exclusion and promote equality of opportunities	+	The provision of affordable housing and access to a range of community facilities will contribute towards reducing poverty and social exclusion.
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	++	Residential development will form part of a sustainable mixed community, delivered on previously developed land.
8. To reduce contamination and safeguard soil quality and quantity	+/-	High density development has the potential to liberate contaminants. Notwithstanding, this is a short term adverse impact associated with any mixed use development scenario and ultimately development projects will require the removal of any contaminants.
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	0	
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development is unlikely to increase flood risk.
16. To improve local air quality (AQ)	0	
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.

Policy EWC8: Building Heights

Development proposals are to adhere to general building heights as indicated on Figure 5. Development must contain a variation to add interest and variety to development. Buildings fronting onto Elstree Way should have a general height of between 5-6 storeys. Buildings not fronting Elstree Way should have lower general heights of 3-4 storeys. Buildings of between and 1-2 storeys are limited to ancillary buildings, such as kiosks and cafes, and residential developments adjoining the rear of properties on Shenley Road.

SA objective	Impact	Commentary
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	+/-	New residential development will create additional energy demand. However, in accordance with the Core Strategy, new development will require to be energy efficient.
19. To reduce the generation of waste and encourage re-use and recycling of waste	-	New high density development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
20. To provide a prosperous, balanced and stable economy	+	The provision of new housing and addition of new residents to the area will have the potential to contribute to a prosperous and balanced stable economy.
21. To sustain and enhance the viability and vitality of town centres	+	The addition of new residents to the area and the provision of sustainable transport links to the Town Centre will help to sustain the viability and vitality of Borehamwood town centre.

Policy EWC9: Parking Requirements***Residential Parking***

Proposals for residential development within the Elstree Way Corridor shall apply a minimum parking standard of 1 space per residential unit for all units of 1 bed units and 1.25 spaces per 2 bed units. Where applicable, proposals should also investigate the possibility of sharing parking spaces with other uses on-site, especially at off-peak times.

Proposals for residential units of 3 units shall apply an average minimum parking standard of 1.5 spaces per dwelling, and dwellings of 4 bedrooms or more dwellings apply an average minimum parking standard of 2 spaces per dwelling

Non-residential Parking

Proposals for non-residential development within the Elstree Way Corridor will be considered on a case by case basis with consideration to the Parking Standards SPD

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	0	
2. To ensure ready access to essential services and facilities for all residents	+	The policy seeks to ensure access (through the requirement for appropriate levels of parking provision) to a range of essential community services within the AAP area and the Town Centre.
3. To improve the quality and affordability of housing	+	The policy seeks to provide appropriate levels of parking associated with new residential development.
4. To reduce poverty and social exclusion and promote equality of opportunities	0	
5. To reduce and prevent crime, fear of crime and anti-social behaviour	0	

Policy EWC9: Parking Requirements***Residential Parking***

Proposals for residential development within the Elstree Way Corridor shall apply a minimum parking standard of 1 space per residential unit for all units of 1 bed units and 1.25 spaces per 2 bed units. Where applicable, proposals should also investigate the possibility of sharing parking spaces with other uses on-site, especially at off-peak times.

Proposals for residential units of 3 units shall apply an average minimum parking standard of 1.5 spaces per dwelling, and dwellings of 4 bedrooms or more dwellings apply an average minimum parking standard of 2 spaces per dwelling

Non-residential Parking

Proposals for non-residential development within the Elstree Way Corridor will be considered on a case by case basis with consideration to the Parking Standards SPD

SA objective	Impact	Commentary
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	++	The development will form part of a sustainable mixed community, delivered on previously developed land. Parking requirements, particularly in relation to potential sharing of parking spaces, will help to minimise land take for parking and increase developable area.
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	0	There is the potential for increased private car use through development. Provision of parking spaces will not discourage this but the application of parking standards and the potential for shared use of parking spaces will help to minimise private car use.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development with parking provision is unlikely to increase flood risk.
16. To improve local air quality (AQ)	0	Growth of the local population is likely to increase traffic levels. Measures introduced by other policies, including improvements to the highway network and the provision of sustainable transport links, will increase the potential for air pollution to be reduced.
17. To reduce greenhouse gas emissions (GGE)	+/-	High density residential development may lead to an increase in GGE, however, provision of a sustainable mixed community in the AAP area may lead to the reduced need to travel.
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	

Policy EWC9: Parking Requirements***Residential Parking***

Proposals for residential development within the Elstree Way Corridor shall apply a minimum parking standard of 1 space per residential unit for all units of 1 bed units and 1.25 spaces per 2 bed units. Where applicable, proposals should also investigate the possibility of sharing parking spaces with other uses on-site, especially at off-peak times.

Proposals for residential units of 3 units shall apply an average minimum parking standard of 1.5 spaces per dwelling, and dwellings of 4 bedrooms or more dwellings apply an average minimum parking standard of 2 spaces per dwelling

Non-residential Parking

Proposals for non-residential development within the Elstree Way Corridor will be considered on a case by case basis with consideration to the Parking Standards SPD

SA objective	Impact	Commentary
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	0	
21. To sustain and enhance the viability and vitality of town centres	0	

Policy EWC10: Developer Contributions

In advance of the Hertsmere CIL, s106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport network, walking and cycling routes and facilities, implementation of an extension to the CPZ, public realm and open spaces.

The s106 Planning Obligations SPD includes provision for contributions for public realm improvements in the Elstree Way Corridor. This will be continued through our Community Infrastructure Levy (CIL). Improvements to the road surface transport network will be our priority in negotiating planning obligations.

SA objective	Impact	Commentary
1. To improve educational achievement, training and opportunities for lifelong learning and employability	+	CIL and S106 contributions could help to deliver additional school spaces.
2. To ensure ready access to essential services and facilities for all residents	+	The policy seeks to ensure funding is sought for a range of facilities and infrastructure (e.g. road surface transport network, walking and cycling routes public realm and open spaces).
3. To improve the quality and affordability of housing	0	
4. To reduce poverty and social exclusion and promote equality of opportunities	0	
5. To reduce and prevent crime, fear of crime and anti-social behaviour	+	The policy seeks funding to improve the public realm and open spaces which can lead to a safer built environment.

Policy EWC10: Developer Contributions

In advance of the Hertsmere CIL, s106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport network, walking and cycling routes and facilities, implementation of an extension to the CPZ, public realm and open spaces.

The s106 Planning Obligations SPD includes provision for contributions for public realm improvements in the Elstree Way Corridor. This will be continued through our Community Infrastructure Levy (CIL). Improvements to the road surface transport network will be our priority in negotiating planning obligations.

SA objective	Impact	Commentary
6. To improve population's health and reduce inequalities both geographically and demographically	0	
7. To make the most efficient use of previously developed land and existing buildings before Greenfield sites	0	
8. To reduce contamination and safeguard soil quality and quantity	0	
9. To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	0	
10. To maintain and enhance the quality of countryside and landscape	0	
11. To reduce dependence on private car and achieve modal shift to more sustainable transport modes	+	Funding for the provision of improved public realm, public spaces and pedestrian access ways and crossings has the potential to contribute positively towards this objective.
12. To protect and enhance wildlife and habitats which are important on an international, national and local scale	0	
13. To improve the quality of surface and ground waters	0	
14. To minimise water consumption	0	
15. To minimise the risk of flooding taking account of climate change	0	The AAP area does not lie within a high risk flood zone. The provision of high density residential development with parking provision is unlikely to increase flood risk.
16. To improve local air quality (AQ)	0	
17. To reduce greenhouse gas emissions (GGE)	0	
18. To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	0	
19. To reduce the generation of waste and encourage re-use and recycling of waste	0	
20. To provide a prosperous, balanced and stable economy	+	The policy seeks to ensure funding is sought for a range of facilities and infrastructure (e.g. road surface transport network, walking and cycling routes public realm and open spaces) which has the potential to deliver a well-functioning sustainable mixed community.
21. To sustain and enhance the viability and vitality of town centres	+	The policy will seek funding to extend the town centre feel throughout the EWC, improve connectivity to the Town Centre and improve the approach to, and therefore the vitality of, the town centre.

6.3 Summary Comments on the Draft AAP Vision and Policies

- 6.3.1 The following paragraphs summarise the assessment of the draft Strategic Vision and AAP policies.
- 6.3.2 The draft **Strategic Vision** addresses most of the matters raised in the sustainability appraisal objectives and supports a sustainable future for the area. Whilst there will be an overall loss of employment land within the EWC area it should be noted that it is situated adjacent to existing employment allocations. In addition, the AAP allows for some employment opportunities over time and the delivery of a sustainable mixed community which will contribute to the local economy.
- 6.3.3 There is the potential for adverse impacts to surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste. These are the likely consequences of any major brownfield regeneration project and as such can be addressed through appropriate mitigation measures. New development proposals in the AAP area will be judged against Policy CS16 (Energy and CO2 Reductions) of the Core Strategy which encourages the consideration of energy from decentralised and renewable or low carbon sources.
- 6.3.4 There is the potential for significant positive impacts to arise through the provision of essential community facilities and services, the provision of a range and type of new housing and the redevelopment of previously developed land (as opposed to greenfield sites and the Green Belt). Implementation of the AAP also has the potential to enhance the vitality and viability of Borehamwood town centre.
- 6.3.5 The Development Strategy as set out in **Policy EWC1** is consistent with sustainability objectives promoting access to public facilities, affordable housing, the provision of a safe and high quality built environment and an improved highway regime. A requirement for consideration of the use of renewable energy sources and technologies is desirable and could be referenced in the policy.
- 6.3.6 **Policy EWC2** seeks to deliver the comprehensive and efficient redevelopment of this 'brownfield' resource. This includes the provision of sustainable transport options.
- 6.3.7 At least 800 dwellings are sought across the area by **Policy EWC3**. This will generate a potentially significant positive effect in regard to improving the quality and affordability of housing in the area and the Borough. New high density development will generate waste during construction and operation. However, the proposed land uses would not generate any more waste than any other typical mixed use sustainable community.
- 6.3.8 Similarly, **Policy EWC4** will provide significant benefits in terms of the mix and range of housing types provided in this sustainable location.
- 6.3.9 **Policy EWC5** has the potential to deliver significant sustainability benefits through the retention / improvement / provision of essential community services, improved levels of public transport and green infrastructure. Greater connectivity to the town centre will give residents access to a range of other facilities and services. The provision of new community and educational facilities has the potential to contribute to the delivery of a sustainable mixed community and a balanced and stable.
- 6.3.10 As sought under **Policy EWC6**, enhanced levels of connectivity (from both within and outside of the AAP) and the provision of sustainable transport links, will help to support the viability and vitality of Borehamwood town centre. Improvements to the pedestrian environment and enhanced levels of sustainable forms of transport have the potential to generate positive effects. Increased levels of traffic are likely to lead to increases in emissions and the potential to adversely impact local air quality although improved traffic flows could help to mitigate this.
- 6.3.11 **Policy EWC7** seeks an enhanced public realm which can deliver increased usage of public spaces and has the potential to contribute to a well-functioning sustainable mixed community. The policy seeks the delivery of a high quality public realm and townscape, although the presence of specific features of cultural heritage interest, are not acknowledged in the policy.

- 6.3.12 A range of building heights are provided for under **Policy EWC8** which will make provision for the density of development required under other policies within the AAP.
- 6.3.13 There is the potential for increased private car use through development. Provision of parking spaces will not discourage this but the application of parking standards and the potential for shared use of parking spaces as required under **Policy EWC9** will help to minimise private car use. Parking requirements in relation to potential sharing of parking spaces, will help to minimise land take for parking and increase developable area.
- 6.3.14 **Policy EWC10** seeks to ensure funding is sought for a range of facilities and infrastructure (e.g. road surface transport network, walking and cycling routes public realm and open spaces) which has the potential to deliver a well-functioning sustainable mixed community.

7 Monitoring

7.1 Introduction

- 7.1.1 The SEA Directive states that *"member states shall monitor the significant environmental effects of the implementation of plans and programmes.....in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action" (Article 10.1). In addition, the Environmental Report should provide information on a "description of the measures envisaged concerning monitoring" (Annex I (i)) (Stage E).*
- 7.1.2 SA monitoring must cover significant social and economic effects as well as significant environmental effects and it involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effects (both positive and negative) being monitored. In line with the SEA Directive, these significant effects should be monitored during the implementation of the Elstree Way Corridor Area Action Plan.
- 7.1.3 In order to establish whether the AAP results in the impacts that were predicted in the SA, and to comply with the SEA Directive, there is a need to set out a monitoring framework. This monitoring framework concentrates on the significant effects of the AAP. It will also provide data to inform any future SA of the AAP, for example, if the AAP is significantly updated. Where relevant the proposed framework draws on data that will already be collected in relation to the monitoring of the SA for the Core Strategy. However, in some situations it will be necessary to collect data at the Elstree Way Corridor scale. This has been highlighted in Table 7.1. Where Core Strategy SA monitoring indicators are not relevant, new indicators have been suggested that relate to the EWC AAP (see grey boxes in Table 7.1). The AAP has a monitoring framework to assess the success of delivery of the AAP.

Table 7.1 Monitoring Framework

No	SA Objective	Potential Indicators	Applicable to monitor for EWC AAP?	Collect data specifically for AAP?
Social				
1	To improve educational achievement, training and opportunities for lifelong learning and employability	% of economically active population with no qualifications	Yes	Yes
		% of economically active population with NVQ3 or higher qualifications	Yes	Yes
		% of adults with basic numeracy and literacy skills	Yes	Yes
2	To ensure ready access to essential services and facilities for all residents	Proximity of services to population - % of population within threshold distance from services-	Yes	No
		% of Borough deficient in various types of open space	No	No
		% of new development within 1 km of good public transport links	Yes	Yes
3	To improve the quality and affordability of housing	% of dwellings not meeting the 'decent homes' standard	Yes	No
		House price to income ratio	Yes	No
		Number of people on housing waiting list and average time on list	Yes	No
		% of affordable housing	Yes	Yes
4	To reduce poverty and social exclusion and promote equality of opportunities	% of people claiming job seekers allowance who have done so for a year or more	Yes	No

No	SA Objective	Potential Indicators	Applicable to monitor for EWC AAP?	Collect data specifically for AAP?
		% of under 16's living in income deprived families	Yes	No
5	To reduce and prevent crime, fear of crime and anti-social behaviour	Total crime per 1000 population	Yes	No
		Crime by type (vehicle, burglary, violent) per 1000 population	Yes	No
		Fear of crime: % of residents that feel safe/very safe living in Hertsmere	Yes	No
6	To improve population's health and reduce inequalities both geographically and demographically	Life expectancy (by gender)	Yes	No
		General health: % of people describing their health as a) Good, b) Fairly Good, c) Not Good	Yes	No
		Death rate by type (CHD, cancer, suicide, accidents) per 1000 population	Yes	No
Environmental				
7	To make the most efficient use of previously land developed land and existing buildings before Greenfield sites	Total ha of greenbelt land	No	No
		Net change of ha of Greenfield land from previous year	Yes	No
		% of new development built on previously developed land	Yes	No
		Number of empty properties	Yes	No
		% of new housing built at more than 30 dwellings per hectare	Yes	Yes
8	To reduce contamination and safeguard soil quality and quantity	Agricultural land by grade (ha)	No	No
		% of planning permissions granted resulting in loss of grades 1,2 and 3a agricultural land	No	No
		% of planning permissions granted requiring remediation of contaminated land	Yes	Yes
9	To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	Number and % of listed buildings in good condition, at risk or lost	No	No
		Number and % of ancient monuments in good condition, at risk or lost	No	No
		Total ha of Areas of Outstanding Natural Beauty	No	No
		Total area of Conservation Areas	No	No
		Net change of ha of Outstanding Natural Beauty from previous year	No	No
		% of planning permissions granted requiring improvements to cultural features and their settings	Yes	Yes
10	To maintain and enhance the quality of countryside and	Area and type of landscape character areas	No	No

No	SA Objective	Potential Indicators	Applicable to monitor for EWC AAP?	Collect data specifically for AAP?
	landscape	Landscape character areas (quality/quantity) affected by proposals/policies (using LCA tool)	No	No
		Total ha of Green Belt	No	No
		Net change of ha of Green Belt from previous year	No	No
11	To reduce dependence on private car and achieve modal shift to more sustainable transport modes	% of households with 0, 1 or 2+ vehicles	Yes	Yes
		Average number of vehicles per household	Yes	Yes
		Modal split for journeys to work, shopping, school and leisure	Yes	Yes
		% population working from home	Yes	Yes
		Length of greenways/cycleways per head of population	Yes	Yes
		% of footways and cycleways that are assessed as easy to use	Yes	Yes
		Number of green travel plans	Yes	Yes
12	To protect and enhance wildlife and habitats which are important on an international, national and local scale	Number, area and condition of international, national, regional and locally designated sites	No	No
		Population of protected species including wild and farmland birds	Yes	No
		Number, area and condition of all BAP habitats	No	No
		Number of proposals which provide opportunities for building-in beneficial features as part of good design	Yes	Yes
		Number of proposals resulting in the potential loss or damage to designated sites	No	No
13	To improve the quality of surface and ground waters	River biological and chemical water quality classification	Yes	No
		Number of developments incorporating Sustainable Urban Drainage Systems	Yes	Yes
14	To minimise water consumption	Water consumption per capita (l/head/day)	Yes	No
		Number of planning applications promoting water saving devices or recycling of greywater	Yes	Yes
15	To minimise the risk of flooding taking account of climate change	Number of properties affected by flood risk	No	No
		% of new development in flood risk areas	No	No

No	SA Objective	Potential Indicators	Applicable to monitor for EWC AAP?	Collect data specifically for AAP?
		Number of developments incorporating Sustainable Urban Drainage Systems	Yes	Yes
16	To improve local air quality	Number of days when air pollution is moderate or high for PM10	Yes	No
		Levels of main air pollutants	Yes	No
		Number and area of Air Quality Management Areas	Yes	No
17	To reduce greenhouse gas emissions	CO2 emissions per sector	Yes	No
		CO2 emissions per capita	Yes	No
18	To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	% of energy generated from renewable sources	Yes	Yes
		Number of planning applications promoting energy efficient design and/or renewable energy	Yes	Yes
19	To reduce the generation of waste and encourage re-use and recycling of waste	Household, commercial, construction, demolition and industrial tonnage per year	Yes	No
		% of waste arisings by type recycled	Yes	No
		% of waste arisings by type composted	Yes	No
		% of waste arisings by type landfilled	Yes	No
Economic				
20	To provide a prosperous, balanced and stable economy	Breakdown by employment sector	Yes	No
		Number of new VAT registrations per year	Yes	No
		Net change in VAT registered businesses from previous year	Yes	No
		Gross Value Added per worker	Yes	No
		Unemployment rate (%)	Yes	No
21	To sustain and enhance the viability and vitality of town centres	Vacant floorspace	Yes	No
		Net loss of retail floorspace	Yes	No
		Number and type of planning permissions in town centres	No	No
		% retail floorspace in centre vs out-of-centre	Yes	No

8 Conclusions

8.1 Sustainability of the Draft AAP Policies

- 8.1.1 The Preferred Option policies have been assessed using the SA Framework and, taking account of the judgements and assumptions that are inherent in such assessments, have been found to be sustainable.
- 8.1.2 Significant positive sustainability benefits could arise through implementation of the AAP Policies in relation to:
- The provision and access to essential services and facilities for all residents.
 - Increasing housing supply, choice and affordability in the locality and the Borough.
 - Making the most efficient use of previously developed land (PDL) and existing buildings before developing on greenfield sites.
- 8.1.3 Whilst there is the potential for adverse impacts to surface and ground waters, local air quality; an increase in greenhouse gas emissions (GGE), energy requirements and the generation of waste, these are the likely consequences of any major redevelopment of previously developed land and as such, can be addressed through appropriate mitigation measures. No significant negative environmental or sustainability impacts have been identified.
- 8.1.4 Whilst the AAP policies essentially advocate residential led growth, some economic benefits will arise through the retention of existing employers, links with adjacent employment areas and the potential creation of some new employment.

8.2 The Effects of not Implementing the AAP Policies

- 8.2.1 The SEA Directive requires an assessment of the likely evolution of the environment within the EWC without implementation of the AAP.
- 8.2.2 Were the AAP not to be implemented, Policy CS22 of the Core Strategy would guide development in the EWC. Section 2.5 of this SAR describes the outcome of the SA of Policy CS22 of the Core Strategy. The policy scores well against social and economic objectives whilst a range of minor negative environmental effects are identified.
- 8.2.3 The assessment of the AAP policies described above, shows them scoring well against social factors with some potential minor negative environmental issues arising. A broad comparison of the SA's of Policy CS22 and the AAP policies would show the Core Strategy Policy potentially achieving a higher score in relation to economic factors. This is because of the residential-led focus of the AAP and the lack of reference to employment and economic issues in the wording of the Strategic Vision or detailed policies.
- 8.2.4 Notwithstanding, the above it must of course be noted that Policy CS22 does state that it is for the AAP to set out the detail in terms of growth in the EWC.

Appendix A

Detailed SA of Policy CS22: Elstree Way Corridor

(Table J.21 from Hertsmere Revised Core Strategy for Submission to the Secretary of State Sustainability Appraisal Report (November 2011))

Policy CS22 Elstree Way Corridor

Within the Elstree Way Corridor the continued development and refurbishment of Employment, Civic and Community uses will be actively encouraged. Residential development on appropriate sites will accepted, in accordance the Elstree Way SPG and any subsequent guidance or agreed masterplan. Any development should have regard to guidance set out in the Elstree Way Corridor Area Action Plan DPD and be brought forward in a coordinated manner. Proposals likely to result in a piecemeal or fragmented redevelopment of the corridor will be refused. Development should also provide active frontages to Elstree Way where possible to promote the identity of the corridor as a civic and commercial gateway to the borough, should build on the accessibility location of the corridor and should ensure an appropriate demarcation of residential and non-residential uses within this part of the town.

Scale of Effect (SE): ST – Short Term, MT – Medium Term, LT – Long Term 0 – no effect; +++ strongly positive; ++ moderately positive; + slightly positive; --- strongly negative; -- moderately negative; - slightly negative							
	SA Objectives	Description of Effect	Duration of Effect			Description of Mitigation	Comments / Explanation
			ST	MT	LT		
SOCIAL							
1	To improve educational achievement, training and opportunities for lifelong learning and employability	The Elstree Way Corridor will actively encourage Employment, Civic and Community uses which could include educational facilities or community training. The retention of the existing businesses and attraction of new ones may provide basis for apprenticeships, which would help young people to gain job-specific skills and achieve nationally recognised qualifications.	+	+	+	None identified.	n/a
2	To ensure ready access to essential services and facilities for all residents	The Elstree Way Corridor continued development will include aspects of both residential and essential services (there are health facilities in the corridor for example). As part of the redevelopment, public transport and walking and cycling links to the site will be improved, thus improving access to these facilities and having a beneficial effect against this objective.	+	+	++	None identified.	Details of the re-development of the Corridor will be set out in the AAP.
3	To meet identified housing needs and improve the quality and affordability of housing	The policy allows for residential development on appropriate sites in the Corridor, thus increasing the availability of housing in the area.	+	+	++	None identified.	n/a
4	To reduce poverty and social exclusion and promote equality of opportunities	The redevelopment of the Elstree Way corridor will allow for increased access to essential facilities such as health facilities through improving transport linkages in the area, and improving services. This will enhance accessibility to services, facilities and job opportunities for those without access to a private car.	+	++	++	The forthcoming Elstree Way AAP should build upon the findings of the Corridor transport study states and the Elstree and Borehamwood Urban Transport Plan to address vehicular and pedestrian traffic difficulties. Public transport, walking and cycling should be encouraged. .	Details of the area regeneration will be set out in the AAP building upon the Corridor’s masterplan.

Scale of Effect (SE): ST – Short Term, MT – Medium Term, LT – Long Term 0 – no effect; +++ strongly positive; ++ moderately positive; + slightly positive; --- strongly negative; -- moderately negative; - slightly negative							
	SA Objectives	Description of Effect	Duration of Effect			Description of Mitigation	Comments / Explanation
			ST	MT	LT		
5	To reduce and prevent crime, fear of crime and anti social behaviour	The promotion of active frontages and general improvement of the quality of the built environment and public realm in Elstree Way will allow for the fear of crime to be reduced through proving an attractive and safe environment. Retention of the existing businesses and attraction of new ones can also help provide local employment, preventing anti-social behaviour.	+	+	++	The corridor should be developed in line with Secured by Design principles http://www.securedbydesign.com/	Effects against this objective will depend on the successful implementation of Policy CS21 which requires that development integrates the principles of crime prevention and community safety.
6	To improve population’s health and reduce inequalities both geographically and demographically	The Elstree Way corridor includes health facilities. Redevelopment of the corridor and an improvement of public transport and walking and cycling links will improve access to health facilities and encourage more active life styles, benefitting public health. The redevelopment will also improve the quality of public realm, which is currently poor. This may have positive effects on the quality of life of local residents and thus on their wellbeing and mental health.	+	++	++	None identified.	Details of the area regeneration will be set out in the AAP building upon the Corridor’s masterplan.
ENVIRONMENTAL							
7	To make the most efficient use of previously developed land and existing buildings before Greenfield sites	The Elstree Way corridor is utilising previously developed land rather than developing on greenfield land and thus has a beneficial effect against this objective.	++ +	++ +	++ +	None identified.	n/a
8	To reduce contamination and safeguard soil quality and quantity	If the sites within the corridor identified for development are contaminated, remediation would need to be undertaken prior to their development (Policy CS15). This would help reduce contamination in the Borough. On the other hand, any construction activities have the potential to introduce pollution to soil, although this risk can be mitigated.	+/-	+/-	+/-	Effects may be mitigated through the use of SUDS and minimising emissions to soil – Policy CS15 (Environmental impact of development). Ensure that best practice pollution control measures are used during construction.	The performance of this policy is dependent on the successful implementation of Policy CS15.
9	To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	The policy seeks a coordinated approach for development of the corridor and thus will avoid "piecemeal or fragmented" development; this will have a beneficial effect on improving the character of the	++	++	++	None identified.	n/a

Scale of Effect (SE): ST – Short Term, MT – Medium Term, LT – Long Term 0 – no effect; +++ strongly positive; ++ moderately positive; + slightly positive; --- strongly negative; -- moderately negative; - slightly negative							
	SA Objectives	Description of Effect	Duration of Effect			Description of Mitigation	Comments / Explanation
			ST	MT	LT		
		area and surrounding townscape.					
10	To maintain and enhance the quality of countryside and landscape	The Elstree Way corridor is in a developed location and thus there are no obvious effects.	0	0	0	None identified.	n/a
11	To reduce dependence on private car and achieve modal shift to more sustainable transport modes	In line with the Elstree Way SPG, the redevelopment of the area will encourage sustainable modes of transport such as public transport and walking and cycling initiatives, including improved pedestrian links to the town centre. This will be crucial for the sustainable development of the site, and will lower in required funds to deliver the needed improvements for both the pedestrian and vehicular environment. The policy does not currently state this explicitly and thus should be updated to include this reference. Developing the site as a mixed use site with a range of facilities will also reduce the need to travel.	++	++	++	Include reference to reducing dependence on a private car and encouraging sustainable modes of transport to the corridor. The forthcoming Elstree Way AAP should build upon the findings of the Corridor transport study states and the Elstree and Borehamwood Urban Transport Plan to address vehicular and pedestrian traffic difficulties.	The performance of this policy is dependent on the successful implementation of Policy CS25 (Promoting alternatives to the car).
12	To protect and enhance wildlife and habitats which are important on an international, national and local scale	No obvious effects on the biodiversity are likely as this is currently developed area for employment and other uses. Improvements to the built environment and public realm may create opportunities for biodiversity enhancement through design, including the use of SUDS, and landscaping.	+	+	+	Biodiversity and green infrastructure enhancement measures should be actively encouraged in the future AAP. The potential for local biodiversity should be considered before and during any construction activities.	The performance of this policy is dependent on the successful implementation of Policy CS12 (The Green Belt and Protection and enhancement of the natural environment) and the degree to which biodiversity protection is addressed through the forthcoming AAP.
13	To improve the quality of surface and ground waters	Any construction activity has the potential to affect surface and groundwater through pollution incidents, and this should be managed appropriately. The requirement for SUDS in Policy CS15 may help improve water quality.	-/+	-/+	-/+	Effects may be mitigated through the use of SUDS and minimising emissions to water and soil – Policy CS15 (Environmental impact of development). Best environmental practice such as silt traps should be used during construction to minimise the potential for pollution incidents to surface and groundwaters.	The performance of this policy is dependent on the successful implementation of Policy CS15.
14	To minimise water consumption	There are no obvious effects from this policy on minimising water consumption.	0	0	0	None identified.	n/a

Scale of Effect (SE): ST – Short Term, MT – Medium Term, LT – Long Term 0 – no effect; +++ strongly positive; ++ moderately positive; + slightly positive; --- strongly negative; -- moderately negative; - slightly negative							
	SA Objectives	Description of Effect	Duration of Effect			Description of Mitigation	Comments / Explanation
			ST	MT	LT		
15	To minimise the risk of flooding taking account of climate change	By developing previously developed land the risk of flooding is minimised when compared to developing on greenfield land.	+	+	+	The use of SUDS will further help reduce flood risk.	The performance of this policy is dependent on the successful implementation of Policy CS15.
16	To improve local air quality	By encouraging sustainable modes of transport to the site and improved pedestrian links to the town centre (in line with the Elstree Way SPG) there is likely to be a reduction in car use to and within the area and thus an improvement in air quality.	0	+	+	See objective 11.	The performance of this policy is dependent on the successful implementation of Policy CS25 (Promoting alternatives to the car).
17	To reduce greenhouse gas emissions	By developing the site as mixed use with a mixture of residential, employment, civic and community facilities with improved pedestrian links to the town centre, the need to travel will be reduced thus having a beneficial effect on GHG emissions. Development will also be required to progressively achieve zero carbon standards (Policy CS16).	+	+	+	Materials selected for any new construction should have low embodied carbon and assessed in terms of their sustainability.	The performance of this policy is dependent on the successful implementation of Policies CS16 (Energy and CO2) and CS25 (Promoting alternatives to the car).
18	To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	New development will generate additional energy demand. However, in line with Policy CS16, all new development will have to be energy efficient and thus by providing new development in the area there is likely to be a beneficial effect against this objective. The Corridor Local Development Order may help encourage the installation of solar panels or other renewable energy technologies. Effects are likely to improve over the Plan period.	-	-/+	+	None identified.	The performance of this policy is dependent on the successful implementation of Policy CS16 (Energy and CO2).
19	To reduce the generation of waste and encourage re-use and recycling of waste	New development, however sustainable, will generate waste during construction and operation; this should be managed appropriately.	-	-	-	A site waste management plan should be developed for use during construction.	Successful implementation of Core Policy 15 should help minimise the effects of new
20	To provide a prosperous, balanced and stable economy	The development of the mixed use Elstree Way Corridor including employment will aim to provide a prosperous, balanced and stable economy with additional transport infrastructure.	++	++ +	++ +	None identified.	n/a

Scale of Effect (SE): ST – Short Term, MT – Medium Term, LT – Long Term 0 – no effect; +++ strongly positive; ++ moderately positive; + slightly positive; --- strongly negative; -- moderately negative; - slightly negative							
	SA Objectives	Description of Effect	Duration of Effect			Description of Mitigation	Comments / Explanation
			ST	MT	LT		
21	To sustain and enhance the viability and vitality of town centres	The Elstree Way Corridor is within the town of Borehamwood, the main settlement of the Borough. The policy aims to promote the identity of the corridor as a civic and commercial gateway, improve its current image and pedestrian links with the main shopping part of the town centre and thus provide identity and enhance the vitality of the town centre, having a beneficial effect against this objective. It will also provide diversity by being mixed use development.	++	++ +	++ +	None identified.	n/a

Appendix B

Core Strategy Sustainability Framework

SA Framework

No	SA Objective	Potential Indicators	Target	SEA Topics
Social				
1	To improve educational achievement, training and opportunities for lifelong learning and employability	% of economically active population with no qualifications	Decrease during plan period	Population
		% of economically active population with NVQ3 or higher qualifications	Increase during plan period	
		% of adults with basic numeracy and literacy skills	No target identified	
2	To ensure ready access to essential services and facilities for all residents*	Proximity of services to population - % of population within threshold distance from services-	Increase year on year	Population, Human Health
		% of Borough deficient in various types of open space	Decrease during plan period	
		% of new development within 1 km of good public transport links	% increase year on year during plan period.	
3	To improve the quality and affordability of housing	% of dwellings not meeting the 'decent homes' standard	Decrease year on year	Population, Material Assets, Human Health
		House price to income ratio	Decrease year on year	
		Number of people on housing waiting list and average time on list	Decrease year on year	
		% of affordable housing	Sites more than 15 units or greater than 0.5ha proportion of affordable housing should comprise 40% of total housing.	
4	To reduce poverty and social exclusion and promote equality of opportunities	% of people claiming job seekers allowance who have done so for a year or more	Decrease during plan period	Population
		% of under 16's living in income deprived families	Decrease during plan period	
5	To reduce and prevent crime, fear of crime and anti-	Total crime per 1000	Decrease year on year	Population, Human Health

No	SA Objective	Potential Indicators	Target	SEA Topics
	social behaviour	population		
		Crime by type (vehicle, burglary, violent) per 1000 population	Decrease year on year	
		Fear of crime: % of residents that feel safe/very safe living in Hertsmere	Increase year on year	
6	To improve population's health and reduce inequalities both geographically and demographically*	Life expectancy (by gender)	Increase during plan period	Population, Human Health
		General health: % of people describing their health as a) Good, b) Fairly Good, c) Not Good	Increase % describing their health as good during plan period	
		Death rate by type (CHD, cancer, suicide, accidents) per 1000 population	Decrease rate during plan period	
Environmental				
7	To make the most efficient use of previously land developed land and existing buildings before Greenfield sites	Total ha of greenbelt land	Zero change year on year	Soil, Biodiversity
		Net change of ha of Greenfield land from previous year	Zero change year on year	
		% of new development built on previously developed land	100%	
		Number of empty properties	Decrease number of empty homes on the housing register	
		% of new housing built at more than 30 dwellings per hectare	100%	
8	To reduce contamination and safeguard soil quality and quantity	Agricultural land by grade (ha)	Target not appropriate	Soil
		% of planning permissions granted resulting in loss of	Zero loss during plan period	

No	SA Objective	Potential Indicators	Target	SEA Topics
		grades 1,2 and 3a agricultural land		
9	To protect and enhance landscape character, historic buildings, archaeological sites and cultural features of importance to the community	Number and % of listed buildings in good condition, at risk or lost	Increase % in good condition	Landscape, Heritage
		Number and % of ancient monuments in good condition, at risk or lost	Increase % in good condition	
		Total ha of Areas of Outstanding Natural Beauty	Target not appropriate	
		Total area of Conservation Areas	Zero change year on year	
		Net change of ha of Outstanding Natural Beauty from previous year	Zero change year on year	
10	To maintain and enhance the quality of countryside and landscape*	Area and type of landscape character areas	Target not appropriate	
		Landscape character areas (quality/quantity) affected by proposals/policies (using LCA tool)	No net loss in area of landscape character areas	
		Total ha of Green Belt	Target not appropriate	
		Net change of ha of Green Belt from previous year	Zero change year on year	
11	To reduce dependence on private car and achieve modal shift to more sustainable transport modes*	% of households with 0, 1 or 2+ vehicles	No target identified	Air, Climatic Factors
		Average number of vehicles per household	No target identified	
		Modal split for journeys to work, shopping, school and leisure	To increase the percentage of journeys to work by non –car modes year on year	
		% population working from home	Increase year on year	
		Length of greenways/cycleways per head of population	Increase year on year	

No	SA Objective	Potential Indicators	Target	SEA Topics
		% of footways and cycleways that are assessed as easy to use	Increase year on year	
		Number of green travel plans	Increase during plan period	
12	To protect and enhance wildlife and habitats which are important on an international, national and local scale*	Number, area and condition of international, national, regional and locally designated sites	No loss of sites and improve condition during plan period	Biodiversity, Fauna, Flora
		Population of protected species including wild and farmland birds	Increase during plan period	
		Number, area and condition of all BAP habitats	No loss of sites and improve condition during plan period	
		Number of proposals which provide opportunities for building-in beneficial features as part of good design	% increase year on year	
		Number of proposals resulting in the potential loss or damage to designated sites	Decrease year on year	
13	To improve the quality of surface and ground waters*	River biological and chemical water quality classification	Good quality status to be achieved by 2010 Source: Water Framework Directive	Water, Biodiversity, Fauna, Flora
		Number of developments incorporating Sustainable Urban Drainage Systems	100%	
14	To minimise water consumption	Water consumption per capita (l/head/day)	Decrease during plan period	Water
		Number of planning applications promoting water saving devices or recycling of greywater	100%	
15	To minimise the risk of flooding taking account of climate change*	Number of properties affected by flood risk	Decrease during plan period	Water
		% of new development in flood risk areas	% change year on year.	

No	SA Objective	Potential Indicators	Target	SEA Topics
16	To improve local air quality*	Number of days when air pollution is moderate or high for PM10	To meet National Air Quality Standards	Air
		Levels of main air pollutants	To meet National Air Quality Standards	
		Number and area of Air Quality Management Areas	Decrease year on year	
17	To reduce greenhouse gas emissions*	CO2 emissions per sector	To help contribute towards the UK target of 20% reduction in CO2 emissions by 2010	Air, Climatic Factors
		CO2 emissions per capita		
18	To minimise the need for energy, increase energy efficiency, and to increase the use of renewable energy	% of energy generated from renewable sources	10% of 1,000sqm or 50+ dwellings as per RSS	Climatic Factors, Material Assets
		Number of planning applications promoting energy efficient design and/or renewable energy	To help contribute towards the UK target of 10% renewable energy target by 2010	
19	To reduce the generation of waste and encourage re-use and recycling of waste	Household, commercial, construction, demolition and industrial tonnage per year	Reduce tonnages year on year	Climatic Factors, Material Assets
		% of waste arisings by type recycled	To recycle or compost at least 30 % of municipal waste by 2010 and 33% of municipal waste by 2015 Source: UK Waste Strategy, 2000	
		% of waste arisings by type composted	To recycle or compost at least 30 % of municipal waste by 2010 and 33% of municipal waste by 2015 Source: UK Waste Strategy, 2000	

No	SA Objective	Potential Indicators	Target	SEA Topics
		% of waste arisings by type landfilled	By 2010 to reduce biodegradable municipal waste landfilled to 75% of that produced in 1995; by 2013 50% and 2020 35%. <i>Source: UK Waste Strategy, 2000</i>	
Economic				
20	To provide a prosperous, balanced and stable economy*	Breakdown by employment sector	Target not appropriate	Population, Material Assets
		Number of new VAT registrations per year	Increase year on year	
		Net change in VAT registered businesses from previous year	Increase year on year	
		Gross Value Added per worker	Increase year on year	
		Unemployment rate (%)	Decrease year on year	
21	To sustain and enhance the viability and vitality of town centres	Vacant floorspace	Decrease during plan period	Population
		Net loss of retail floorspace	% change year on year	
		Number and type of planning permissions in town centres	Target not appropriate	
		% retail floorspace in centre vs out-of-centre	Increase	

* - Indicate SEA objectives that consider cumulative effects

Appendix B

Elstree Way Area Action Plan Policies for Submission to the Secretary of State

Strategic Vision

The redevelopment of the Elstree Way Corridor will provide at least 800 residential units and a range of community and cultural facilities for Borehamwood which will contribute to meeting the needs of the wider community. Development will be of the scale, height and quality to denote the importance of the area as a civic and commercial gateway to the Borough. There will be new residential development of a variety of tenures, and new and improved facilities to support new development and the wider community. Development will facilitate connectivity and public realm improvements linking the area to the town centre and improving its physical appearance. The area's redevelopment will help promote Borehamwood as an attractive and sustainable location for business.

Policy EWC1: Development Strategy

Development proposals in the Elstree Way Corridor (as defined by the EWC Policies Map) should:

a. Provide safe and convenient access to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing; b. Have a design and layout that minimises opportunities for crime; c. Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design; d. Be of a high quality design that contributes to improvements in the quality of the townscape; e. Facilitate the required highways and public realm improvements; f. Provide a high quality landscape framework for the development and its immediate setting; and, g. Provide an appropriate level of Affordable Housing in accordance with Core Strategy Policy CS4.

Policy EWC2: Comprehensive Development

All development should contribute towards realising the vision of the area as set out in this Area Action Plan. Proposals for development within or adjoining the Elstree Way Corridor that would prejudice the comprehensive restructuring of the area will be refused.

The Council's preference is for sites to be brought forward together. Proposals for new development will be judged against the following principles to secure the optimum use of land in the long term:

a. All development must be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible; b. General building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan; c. The design and layout of new development should not inhibit positive management of land and buildings. Arrangements for future management should be put in place in appropriate schemes; and, d. Development should be accessible by a range of transport options, including passenger transport.

In particular, building development will be permitted if it :

e. Makes optimum use of the land available, whether in terms of site coverage or height; or f. Contributes towards or provides for the reasonable sharing of facilities, such as off street car parking; or g. Does not prevent other land coming forward for development in the future; or h. Helps to achieve a comprehensively planned development framework.

Policy EWC3: Housing Density and Distribution

At least 800 dwellings will be provided across the EWC. Higher residential density should be delivered in areas fronting Elstree Way. Lower residential density should be located in areas set back from sites fronting Elstree Way.

Density ranges are shown in Table 1. Proposed densities should be within these ranges and follow the principle set out above in distributing density within the development bands. Developments should be designed to take account of the amenity of adjacent sites.

A mix of types of homes will be provided within the Elstree Way Corridor. Housing developments in excess of 25 units (gross) will contain some variation in housing mix and should include a proportion of 3 bed units.

Flatted development will take place along Elstree Way and houses will be developed where new development meets the existing residential areas of Shenley Road and Bullhead Road.

Policy EWC4: Supporting Community Facilities

All new development will be required to make provision or support improved and additional community facilities. Particular locations or reserve sites to accommodate new/improved community facilities are identified:

a) Provision of a new police front desk at the Civic Centre b) Retention of the Civic Centre c) Retention of a fire station within the Elstree Way Corridor d) Borehamwood Library and Maxwell Community Centre will be reprovided on Shenley Road. e) Maxwell Park f) A new 2FE Primary School g) A new Open / Civic Space h) A new health facility.

Policy EWC5: Transport and Accessibility

Development should improve connectivity into and out of the area. Development proposals must not prejudice the outlined transport and movement improvements.

The Council, Highways Authority, developers and other partners will work in partnership to foster an attractive, safer and more legible environment for pedestrians, cyclists, public transport users and vehicles. All development should:

- a) Work in accordance with the Hertfordshire Local Transport Plan and Elstree and Borehamwood Urban Transport Plan.
- b) Improve pedestrian connections and minimise the risk of conflicts between various road users.
- c) Contribute towards the finding of the highway improvements set out in paragraph 5.2.
- d) Implement and establish safe pedestrian and cycle crossings
- e) Implement improvements to the cycle network along the corridor linking to the Borough Greenway network, including new/enhanced signage, and improved public cycle storage and racks. Cycle parking will be required in all residential developments.

Policy EWC6: Public Realm and Townscape

All new development will be required to make a positive contribution to the quality of the public realm. Development must:

- a. Promote active building frontages that contribute to the public realm visually and functionally by providing active building frontages and ground floor uses that face onto the public realm, including new and improved building frontages;
- b. Emphasise the points of arrival into the town centre through innovative surface redesign and improved pedestrian crossings;
- c. Respect public open spaces and streets by ensuring that building forms are appropriately scaled to their context and do not provide excessive overshadowing;
- d. Accommodate a range of functions and activities within the public spaces;
- e. Help reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design with bolder designs along principal routes and spaces and designs of a more intimate nature along secondary routes;
- f. Utilise the most suitable, durable and high quality materials available within the public realm, with special attention to detail and future maintenance requirements; and
- g. Specify management and maintenance regimes for areas of the public realm.

Policy EWC7: General Building Heights

Development proposals are to adhere to general building heights as indicated on Figure 4. Development must contain a variation to add interest and variety to development. Buildings fronting onto Elstree Way should have a general height of between 5-6 storeys. Buildings not fronting Elstree Way should have lower general heights of 3-4 storeys. Buildings of between 1-2 ½ storeys are limited to ancillary buildings, such as kiosks and cafes, and residential developments adjoining the rear of properties on Shenley Road and those along Manor Way.

Policy EWC8: Parking Requirements

Residential Parking

Parking requirements for new residential development within the Elstree Way Corridor shall be determined in accordance with Table 2. Proposals shall apply a minimum parking standard of 1 space per residential unit for all units of 3 bedrooms or fewer. Where applicable, proposals should also investigate the possibility of sharing parking spaces with other uses on-site, especially at off-peak times. Proposals for residential units of 4 bedrooms or more shall apply an average minimum parking standard of 1.5 spaces per dwelling.

Non-residential Parking

Proposals for non-residential development within the Elstree Way Corridor will be considered on a case by case basis with consideration to the Parking Standards SPD.

Policy EWC9: Developer Contributions

S106 planning obligations will be used to ensure the delivery of key infrastructure and to mitigate the impact of development. Contributions will be pooled towards infrastructure improvements that benefit all developments in the EWC area, including improvements to the road surface transport network, walking and cycling routes and facilities, a primary school and healthcare facility within the Elstree Way Corridor, implementation of an extension to the CPZ, public realm and open spaces.